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p 26

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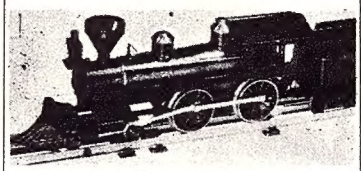

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Vol. 24, No. 3 August, 1955

RAILROAD MODEL CRAFTSMAN

Including "The Modelmaker" (Est. 1924)
and "Miniature Railroading" Magazines

Written For The Average Modeler

• THE CREW •

CHARLES A. PENN, *Editor and Publisher*

JAMES H. THOMPSON
Executive Editor

E. K. WILLIAMS
Advertising Manager

HAROLD H. CARSTENS
Managing Editor

EDWIN P. ALEXANDER
Research Editor

Advertising Representatives

WEST COAST
JOSEPH MERVISH
6716 Gentry Avenue
North Hollywood, Calif.
Phone: STanley 7-7556

MIDWEST
SOL SHULMAN
2656 W. Summerdale Ave.
Chicago 25, Ill.
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THE COVER: Ronnie Smith and George Rosenfield look over a wonderfully detailed Mini-Scale hudson built by Rex Giffel and now owned by Charles Page, all members of the Newark-Elizabeth Model Railroad Club where this photo was taken. A complete story on this group appears on page 26. Carstens photo.

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A Letter From The Publisher –

I HAVE been studying comparative circulation figures on model railroad magazines. The results are so amazingly favorable to RMC that I hasten to thank you readers for your continued and increasing support.

It is heart-warming indeed to see in black and white such remarkable evidence that more and more thousands of railroad modelers prefer RMC.

For example, RMC showed a net gain in circulation of the November 1954 issue of 9.9%, while our nearest competitor showed a 7.6% loss for the same issue. This same competitive magazine showed a further loss of 20% for December while RMC showed a gain of 28.8%. The competitive magazine showed substantial losses for each of the last six months of 1954. Conservatively estimated figures for the first six months of 1955 show a continuous gain in net paid circulation for RMC.

This shows a remarkable gain in the number of readers of RMC for each and every month during the first six months of 1955.

Naturally I am extremely pleased and proud that such a vast number of new railroad modelers prefer RMC. The whole staff joins me in extending our heartfelt thanks. The RMC crew also joins me in pledging to you our utmost efforts to continue to please you by giving you the very best editorial material possible.

In addition to excelling in editorial text, we are now using the very latest methods of reproduction which insures sharply detailed pictures and more flexibility in obtaining pleasing page layouts. We are also constantly trying to increase our service to you in every phase of our operation. I will tell you in more detail about our modern service methods in another letter.

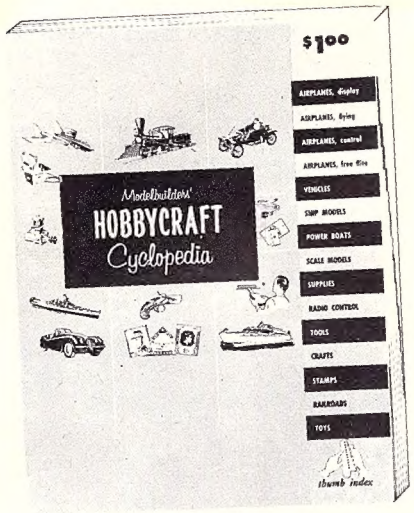
May I thank you again for your loyal support.

Sincerely,

Charles A. Penn,
Publisher

Next Month

WHETHER you call it TOFCEE, Railiner Service, or Piggy Back; it all adds up to something new and novel for model railroading. We think you'll go for Lloyd Giebner's complete construction article on how to build a highway to rail loading platform for trailers . . . Another popular model locomotive is now being given the once over in our Testing Section and will be reported on fully and impartially. We're hoping that this series will save you money by making you familiar with representative models in the lines of the different manufacturers before you go to buy, especially when several models of the same prototype are available in one gauge . . . And there are over a dozen other information packed articles on as many subjects ready for the printer. They'll all be in the big September issue. We hope you'll be aboard.



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Now They Come By Radio

259 W6MBW XX Manhattan Beach, California via TCRN. Comments on June 1955 issue. Swapper Column and Make Your Own Castings are two best features. Also Scenic Accessory Directory and Greenbrook Lines story.

—Anton F. Bruns
Los Angeles 34, alif

• *This message was relayed from California to Tenafly, New Jersey, where it was picked up by amateur radio station W2EAS, operated by Bill Felch, and then forwarded to our editorial offices at Ramsey. Now, how about sending messages by transcontinental model railroad RPO cars! Ed.*

Letter From A Conversionist

Consider this an open letter to two who have been blowing off steam in the Safety Valve, Bob Smith and Harry Maurer. Are they model rails or just a couple of guys who like to pick others handiwork apart? Personally, I am a conversionist using scale rail and cars which I can build myself, including many of my own castings, as well as converted tinplate locomotives.

I have never felt bad about not being able to buy a fine scale model nor have I turned my nose at tinplate. What I mean to get across is that we can't all be 100% scale. I like to try and improve the appearance of tinplate but after all we are all model rails and should be a little tolerant.

What you say in the Dispatcher's Report about the equipment not making the railroad is so true that it's pitiful. I've been repairing tinplate for twenty five years and have seen some wonderful layouts made with it in that time.

—Kenneth B. Cook
Mt. Victory, Ohio

• *Both Bob Smith and Harry Maurer are accomplished craftsmen, one in O gauge scale, and the other in modified tinplate. When you actually get to cases, there are very few 100% scale model pikes in the country. The great bulk of HO layouts are automatically disqualified because of the preference for automatic couplers. The same is true of O gauge where ¼" scale does not produce a scale track width of 1¼". Despite this, we still think model railroading is fun. OK? Ed.*

Wants Wooden Dump Cars

I would like to see an article or plans on the construction of dump cars, the old wooden side dump cars, both the four and eight wheel kind. I have seen pictures of these cars but never good closeups and would like additional details.

—F. G. Strittmatter
Bloomfield, N. J.

• *This sounds interesting. Maybe one of our authors will dig into this further. Ed.*

Structure Directory Comment

When the May issue arrived, I was elated. For many a month I had waited for a listing of structures. You did an excellent job on it but I was disappointed by the lack of O gauge structures, both home and business type or the Ayres modern series, kicking around?

—William J. Speedie
La Crescenta, Calif.

Comment on the D&H Wooden Hopper

Your June 1955 issue has just arrived with drawings of the D&H Wooden Hopper car on page 50. In the write up, Mr. Graff mentions that "Janney couplers and a peculiar truck were used" Also, that ordinary arch bar trucks would do under ordinary circumstances.

In the 1916 issue of the Master Car Builder's Dictionary, on page 212, this same car is shown with arch bar trucks and apparently standard couplers. The only difference seems to be the addition of grab irons and the brake wheel is on the other side.

So the purists could be quite happy with their arch bar trucks and Kadee, Roundhouse, or similar couplers. Meanwhile, keep up the good work. How about an article for the period railroaders as to when certain changes took place, such as when AB brakes came into being, bill board reefers went out, etc.

St. Agatnedes Monts., Que.
—F. Motton

• *Wooden hopper cars similar to the D&H car appeared with many variations and featured different detail at various stages in their lifetime. Some material of interest to period railroaders is in the works and will appear this fall. Ed.*

Zamac And Other Comments

I have just received my first issue of my subscription to RMC. As I have thought many times before, your policy must be one of constant improvement. One of those things you can't put your finger on at first glance. Looking closer you find small improvements in all departments, even the quality of the paper and cover material have improved in the past few months. Your magazine has always been tops with me but even comparing it with it's form of three years ago is like comparing our present civilization with the dark ages. Or more appropriately of comparing present day model railroading with that of twenty years ago.

Particularly enjoyable are your series of Directories. Although I build everything from scratch these days, your Directory Series is most useful for running down small items and parts of different types. I have used many

of the articles by the Old Turkey Rancher From Texas as the basis for structures of my own. However his Espee water tank in the March 1954 issue was so good that I built it as outlined in the article. I've yet to see a better one anywhere. Might I suggest a few articles by him on some early structures of around 1900, give or take a few years.

At this point I would like to shove my car into the subject of zamac soldering. In your trouble shooting column you mentioned the use of Sal-Met flux. First let me say that I have used Sal-Met flux for some years. I find that:

1—It is extremely messy, especially in tinning your iron. It tends to increase heat insulating oxidation.

2—Is particularly annoying when soldering piping to zamac (or any other type of metal) as the residue is extremely hard to wash off after soldering is completed, even with carbon tet or any number of detergents and hot water.

3—As you mentioned, it is extremely temperamental with regard to heat. I can truthfully say that I have yet to have it react the same way twice under exactly the same conditions.

I got around the bad tinning effects by using a standard flux such as Nokorode Soldering Paste to tin the iron. This has no bad effect on Sal-Met but I don't take any chances and so use the standard flux sparingly. This also helps in cutting down the messy residue to some extent.

As for a better flux for zamac, I can't name one. However, there is a flux used by Bowser to solder new crosshead guides to brackets on their articulated locomotive. It holds very well and whatever residue it leaves is not hard to remove nor is it messy.

The Old Dispatcher sure stuck his head out when he said that most of the top modelers are in the traction field. He also hit it on the head when he said that the rise would come from the narrow gaugers.

—Paul S. Whitson
Pleasanton, Calif.

Many thanks for your interesting and informative letter. Many small changes have been and are continually being made in RMC to make it read easier and more informatively. Sometimes the average reader won't even notice them unless he digs through some back issues and notices the comparison. Your request that Lloyd Giebner try some older style buildings has already borne fruit. We're just received a model from Lloyd that positively had the staff spellbound and we spent more time looking at and examining it than any model he has yet turned out. It'll appear in an early issue of RMC. As for Sal-Met, we realize it is not the perfect answer, but with perseverance it does work and that's the main thing. And the cleanup isn't really that bad! Os for the Dispatcher saying that most of the top modelers are in the traction field, 'tain't so. What he said was that the traction modelers "seem to have more top quality modelers in their ranks than the rest of us." And he acknowledged that the narrow gaugers also have more than their share of good builders. The answer lies in the fact that many of these top modelers originally were in straight railroading and decided to enter less crowded spheres. Ed.

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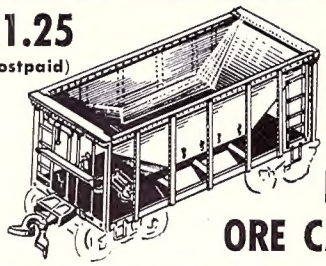

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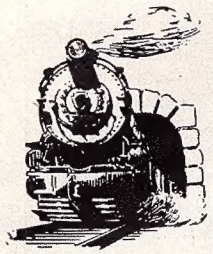

DISPATCHERS' REPORT

THERE appears to be a definite trend towards dieselization on model railroads today and in this respect it would appear that the model builder is much more inclined to model the up to date than the die hard railfan who still prefers steam. But we think there'll always be plenty of model steam engines around, as long as there is a model railroad hobby.

Have You Seen

Max Gray's new Baldwin RF-16 Baldwin Shark-nose diesel in O gauge. It's all brass and imported from Japan .... the new Varney work train tender kit. HO, it's a steam locomotive tender mounted on a flatcar and it's just the thing for all-diesel operators to show that once upon a time your road did run steam . . . Model Tramway System's new HO street railway RPO car. This is a cute little single trucker . . . Another traction note. Ken Kidder now importing three O gauge all-brass trolleys from Japan. These were built from plans appearing in this magazine and include both a single and double truck birney, and a double truck open car that's a dream . . . Watch for all bronze castings for another O gauge single truck birney from a new manufacturer.

Just Rambling

There will be about 100 different ready to run HO train sets on the market this year from eleven different manufacturers . . . Not much is said about outside third rail anymore and yet almost every O gauge club layout we visit sticks with this pickup system and won't think of converting to two rail. Heavy O gauge engines, with positive pickup and all wheels grounded, hardly ever have trouble starting. On large layouts this is quite important. HO used to use outside third rail, too. Wonder if any readers still do?

Why don't you join a club? With turnpikes and parkways springing up all over, its' a pretty simple matter to travel distances that only a few years ago were impossible. Even in populated metropolitan areas it's now a cinch to travel twenty or more miles to get to a good club. Chances are that you have a good club even closer to you than that. Every club has a certain amount of friction and there's just no way to avoid it. By and large, club model railroading is worth the cost in added fun and even if you have your pike, being a member of a club brings you in contact with other model rails. In almost any club you'll find a doctor, lawyers, engineers, contractors, merchants, students, and all kinds of interesting characters, all adding a little something of their personality to the club. If you're an HOer you might even consider joining an O gauge club. Many people switch gauges when they join a club.

The old DS has seen a number of Lionel Trainsmaster diesels converted to full scale use. Why doesn't one of the O gauge scale manufacturers bring out a conversion kit to make the job easier? . . . Lionel is making their F-M diesel with Virginian lettering this year . . . O gauge enthusiasts wanting specific prototype engines must often wonder what has happened to patterns and dies for locomotives once made by Saginaw, Ferris, Mini-scale, Parmele & Sturges, and others Most of them are laying around in shops or basements gathering dust, the present owners hoping that someday they might get them back into production. Not too many of these old time O gauge engines are to be found in the second-hand or ready-to-run market and those that do are quickly snatched up. Well built O gauge engines maintain their value, as a rule.

Eastern Model Railroad Manufacturers took a one day trip to the Baltimore Museum of Transport. Rode the B&O Royal Blue from Jersey City, Trenton, or Philadelphia and the coffee was as good as ever. On some roads, the dining cars now serve instant coffee which has caused us to switch to tea. Many times a good cup of java will make even a poor meal seem good.

A number of Canadian readers have sent in literature on the new Canadian National and Canadian Pacific streamliners. The new CPR "Canadian" now offers the longest dome ride in the world, 2,881 miles! . . . Rutland Railway out with a nice colorful new boxcar . . . The more we fool around with Snap-Track, the more we wish it was available in both 24 and 26 inch radii. It's available now in 12, 15, and 18 inch.

L W Models has competely revised their line of HO gauge work cars which are patterned after cars on the PRR but are suitable for almost all roads. The outward design remains unchanged but Northeastern scribed wood has replaced the former bristol board sides. Sides are available prepainted in tuscan, gray, or yellow, and lettered. Sides are also predrilled with grabirons preformed. All wood parts are precision cut from kiln dried lumber and we understand that the parts really snuggle together. Athearn sprung Andrews trucks are now supplied in place of the former non-sprung nlyon trucks. The line is now made up of six cars: bunk, recreation, boom, kitchen, mess, and supply. Three additional cars are in the works: riding car, flanger, and work train gondola. The six revamped kits are now in production, according to word from the company.

Late Flashes

Ulrich out with some new Eastern prototype highway box-cars. These have the same terrific detail which made his Western trucks so popular. Changes include modifications to meet Eastern states highway statutes. Additional types will be announced this fall or winter . . . Lenny Blum's gal Friday, Joan Armour, was married July 1st to Carlton Conrad, a former employee out at Hobby House . . . Eastern dealers had a real HObo jungle party on June 19th at publisher Charlie Penn's country estate. More on this in the next issue . . . Champion Decal Co. has moved to 1800 E. Burnside Ave., Portland 14, Oregon, effective June 1st . . . Pennsylvania Railroad making a study as to the possibility of electrifying some of their New Jersey shore lines. Maybe we'll have GG-1 electrics rolling into Atlantic City yet, in place of the faithful old K-4s which still serve the famed resort . . . Erie Railroad may close up it's old Jersey City terminal, ferryboats and all, and move in with the neighboring Lackawanna at Hoboken . . . Pennsylvania also made a deal with Webb & Knapp, construction firm, which will replace New York's big Pennsylvania Station with the world's largest trade building.

On The Carpet

The Lionel GG-1 that will be released this coming fall will have a die cast metal superstructure, not a molded plastic body, as was reported in the June issue. This is the latest word coming from the Lionel people . . . Another error crept into the make up of the June issue. The illustration accompanying the Lobaugh figure listing on page 48 were actually Weston illustrations for HO gauge, not Lobaugh figures. We should have spotted this one since nobody but nobody makes a Lady In The Lake but Weston. Hm, when will somebody make a super detailed O gauge Lady In The Lake?

Club Notices

MUSKOGEE, OKLA.: Southwestern Model Railroad Club. Entrance fee of 50c includes monthly news organ "The Way Freight." Further data from Lee Brady, 2634 Elgin, Muskogee, Oklahoma. This appears to be a correspondence type club.

BRONX 57, NEW YORK: Rod Gillen would like to contact HOers in the Fordham Road — Webster Avenue section of the Bronx, with the intent of organizing a new HO model club. 2115 Washington Ave., Bronx 57, N. Y.

CLUB SECRETARIES: Items for this column should be submitted at least six weeks prior to publication date.

ANCHORAGE, ALASKA: Government civilians and military personnel in the Anchorage area are cordially invited to join the Northern Armbow Model Railroad Club, now operating a 1000 ft. HO pike having 8 locos, 12 passenger cars, and 60 frt. cars, all club owned. Contact Capt. Kline, M/Sgt. Hicks, or M/Sgt. Cook; all at Elmendorf Air Force Base. The club is anxious to increase its membership

LIMA, PERU: The 1st model railroad club in Peru is now being organized and will use American Flyer S gauge rolling stock on scale rails. The planned layout measures 60 ft. x 40 ft. Those interested should contact Fernando Oncto, Miraflores, 2 de mayo 512, Lima, Peru.

Exhibits

DELAND, FLORIDA: American Lines, Route 92 between Daytona Beach and De Land. Scale model O gauge railroad open to the public. Cameras welcome. Includes both trolley and steam type railroad, with 5000 feet display space, 2000 ft. track, 35 locomotives. Open daily 9 AM to 8 PM. Sunday from 1 PM to 8PM. Admission, adults 52c, children 6-15 years 35c.

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MODEL BUILDER'S SUPPLY CO., Box 55, Duarte, Calif. Three prizes are offered for the answer to the best letters to the question, "What constitutes a good HO car kit." Contest closes Aug. 31, 1955. Contest rules may be obtained by writing to the manufacturer. 1st. prize, $25.00 in mdse., 2nd prize, $15.00 mdse., 3rd prize, $10.00 mdse. Modelers may enter either or both of these contests.

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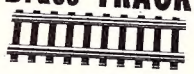

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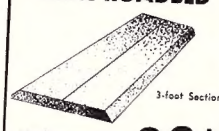

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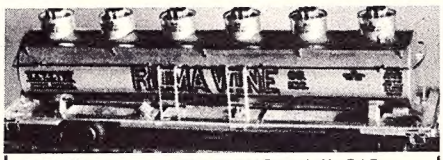

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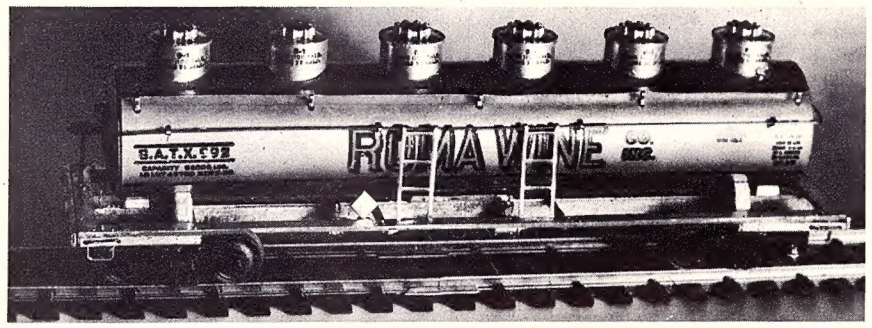


Thomas Six Dome Wine Car, HO

When we heard that Thomas had gone into HO gauge, we were quite eager to try our hand at assembling his first release. The model is a duplicate of his O gauge six dome Roma Wine Car and looks every bit as attractive as the larger model.

The kit is not a beginner's kit but assembl es without undue difficulty. The frame, tank ends, and domes are zamac castings as are some of the fittings. The tank is stamped and formed of sheet steel and is prepainted and lettered. Assembly consist largely of adding side and end sills to the frame, along with steps and brake gear. Detail fittings must then be added to the tank, these including the handrails, stanchions, platforms, and domes. The domes are cemented in place.

The modeler has his choice of either cementing or riveting the side and end sills in place on the frame. Riveting would provide the stronger model. We were a little hasty in adding the tank platforms to the tank with the result that we bent them slightly. As the old adage goes, take your time and you'll come up with a better model. (We had to meet a deadline. Ed.) In cementing the domes to the tank, care must be taken not to smear the prepainted tank. A lug inside each dome positions the dome automatically on the tank, fitting into a hole punched into the tank top

The red and black lettering on the shining silver sides make this model a true eyecatcher and we've seen the prototype within fifteen miles of our offices. We felt that the frame could have been simplified somewhat by casting side and end sills and the steps and grab irons integrally into the frame but possibly we're just getting lazy. Many fans prefer adding these pieces just as the manufacturer has provided them. In any event, the kit is a pip. We liked it and regret only that the tank can't be loaded as per the prototype. Standard coupler pockets accept most coupler types without difficulty. Kit R-706, Roma Wine Car; manufactured by Thomas Industries, Shawnee, Oklahoma. Kit price $3.25.

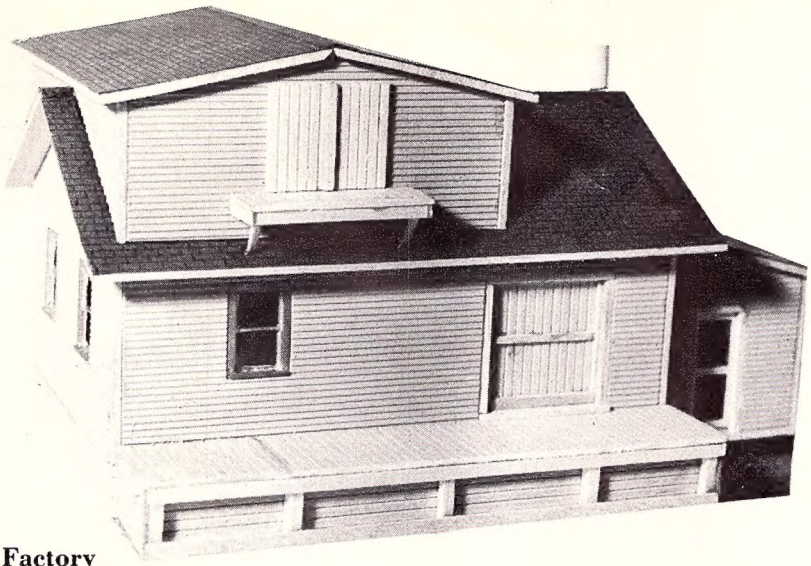
Metal Hopper Cars, HO

Three new names have been added to the Ulrich hopper car line bringing the total to sixteen. The cars are of all metal construction and are complete except for couplers.

The sides, ends, and frame of the car are of die cast zamac construction with fine detail. It's especially interesting to note that there is complete rivet detail on the inside of the car sides. The sides of the car come prepainted and lettered. The correct matching paint for the red cars is 410M R-2 Box Car Red. The black cars use 410M R-1 Black. Since the flash has not been removed from the castings before painting, it will be necessary to file away some of the paint along the edges of the car. The ends and other parts of the car are not painted.

Draft gear covers come cast to the frame but are easily snapped off with pliers. All parts of the car must be cleaned up with a fine file before assembly. Assembly is simple. The sides slide into a slot cast into the ends and then snap together. Slope floors for the car come already bent to shape and need only be snapped into place after which the underframe assembly is added. The entire assembly is held together with an assembly lug which is rivetted over. Couplers and trucks are added next. The standard coupler pocket will accept most makes of coupler without any difficulty. The final step in construction is to insert the operating hopper doors in the hangers provided and close the one opening with a drop of cement. We recommend painting before the addition of trucks and couplers. Grab irons and steps are cast into the sides and ends. Brake set components are inserted into holes in the frame prior to assembly.

The following cars are now included in the line: N&W peaked end, Pennsylvania, Burlington, Delaware & Hudson, Reading, Lehigh Valley, Western Maryland (flat end); Milwaukee, Santa Fe, B&O, Mopac, NYC, Erie, Rock Island, Frisco, and L&N. Kit price, $2.90 including Ulrich sprung Vulcan trucks. Manufactured by Ulrich Model Kits, 4233 Babcock, North Hollywood, Calif.



HO Factory

One of the neatest factory models we've seen available commercially is this nearly all wood plant from Summit Engineering. Precision wood is used throughout except for the heavy balsa wood base. All parts (except small trim) are precut, including openings for the cast metal window frames. The roof sections are covered with printed green cardstock shingle paper.

No particular problems presented themselves during the construction except that the builder recommends that the directions be followed closely to avoid difficulties. The directions are complete and concise.

A good grade of fast drying model cement is recommended in the construction. Care should be used to avoid smearing the printed paper roof.

Several good and interesting constructional methods are used in the model. The sub base parts are beveled to a 45° angle, eliminating an otherwise annoying joint. The clapboard sides use a 1/16" square upright at each corner and have a larger 1/8" square piece inside for strength. The clapboard sides are prepainted an attractive gray but can be repainted if desired. The model shown was left unpainted so as to better show the construction. It is recommended that component parts be prepainted, especially if more than one color is to be used.

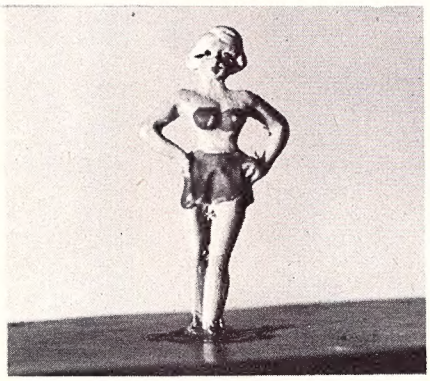
The factory kit is manufactured by Summit Engineering Company, kit No. 107, price $2.95.

Hand Painted Figures, HO

We omitted the Hi-Ball Engines line of HO gauge figures from our Directory and as some of the figures in the line are recent and have not previously been presented in this department, we felt it only fair to present them here at the earliest possible time.

There are presently 27 figures in the figures line, along with a number of other cast accessories. The figures are lead base castings with an ample amount of detail. All figures are hand painted and individually packaged.

The sample submitted was the No. 277 Sea Nymph which retails for 40 cents, complete with golden yellow hair, mascaraed eyes, silver beach slippers and a two piece red bathing suit, strapless. In taking the vital statistics we discovered that she is somewhat of an amazon, standing about 7 HO scale feet tall. This 7 foot tall hunk of HO pulchritude is pleasingly assembled in one piece. The casting is well filled out, throughout.



Other items in the line include assorted railroad workmen, pedestrians and passengers, hobos, a drunk, trolley motorman, fan dancer, calendar girl, and a loafer with dog. Accesories include a rail jalopy, hand car, sand bumper, and other similar items. Manufactured by Hi-Ball Engines, Box 175, Holmes, Pa.

NEW in HO & O Gauges

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Coming Soon! A highly authentic, much-needed combination station in both HO and O gauges. Available as an all-wood prefab kit or custom built of Western Red Cedar with an all-shake roof! Station will include both a mens and ladies waiting room, an operators bay, the agents office plus a combination LCL freight and express annex! Front is a scale 60' long. Overall: rear 74' long, 33' wide and 21' to crown; side walls are 14' high. It's a real beauty, a credit to any pike.

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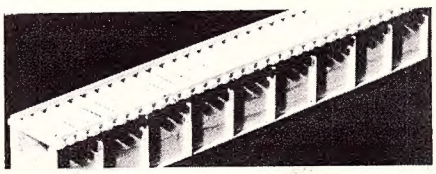


HO Deck Girder Bridge (63') **$1.50**
O Deck Girder Bridge (60') **2.25**
Send 3¢ stamp for listing of other kits

RICHARD A. LEE
719 Moore Street **Bristol, Va.**

Earl "Ute Lines" Cochrane, hails from Colorado Springs, Colorado; really found a gold mine last year when his HO version of the famed Train X took the $500 1st prize in the Federation For Railway Progress contest.

by Earl Cochrane

A GOLD MINE

for your pike

A gold mine on your model railroad will prove to be a real conversation piece when the gang comes around. Build it up from strip wood for a really authentic replica that has atmosphere.

IF you have ever been to Cripple Creek, Colorado, about all you can see on the mountains surrounding this old mining community, besides the aspen trees, are gold mines. I would almost venture to say that no two of these mines are constructed in the same manner. These mines were originally served by the Midland Terminal Railroad until a few years ago when a refining plant was built at the gold area.

A gold mine makes a different type of track structure for any model railroad, and will fit in with practically any type of terrain you have modeled on your pike. These mines can be on the side of a hill, or on flat ground. The shed that houses the power machinery can be of practically any type, or of any dimension. Some mines are no more than a shaft run into the side of a hill, with a tailing dump. Usually a small car is run on rail from inside the mine out on the dump. No buildings need to be made for this type of a mine.

The mine that is located on the top of a hill, or on level ground usually has some type of a hoist to bring the gold ore to the surface, and that is the type of mine that is illustrated in this article. Also, this type of structure, due to its construction, can be placed almost anywhere on the layout adjacent to a handy siding, instead of having to build a siding to the mine.

The main essentials in this type of structure are a tipple, a power shed, and a bin. The tipple is over the hole in the ground, and uses a bucket hoist to lift the ore out of the mine to the surface of the ground. The bin is a storage place for the ore until enough material is accumulated for a shipment.

Since the bin must be high enough to fill a freight hopper or gondola car, the tipple must be built high enough to hoist the bucket so that the ore can be discharged into the bin. Actually, the tipple is built quite a bit higher than in the illustrated model, so that the hoist operator has enough clearance for the bucket and will not jam it against the hoist wheel. To make our model more compact, the tipple

Strip wood is used to build this small and intriguing structure. It could also serve as a mine for other types of specialty ore if the area served by your railroad wouldn't normally have gold bearing ore.

was made shorter. You can use your own judgment as to how high you want to build your tipple.

With this type of mine structure, there must be machinery to operate the hoist, and this machinery is usually housed in a shed of some type. There is nothing fancy about the shed —some of them do not have windows, but just an opening for the hoist cable and for operator to enter the shed.

In most cases, these mine structures are built of native lumber, and more often than not, if they are for a new mine, the timbers are unpainted. The older operating mines have their structures painted, anything from red to silver, according to the fancy of the operator, and the amount of funds to purchase paint.

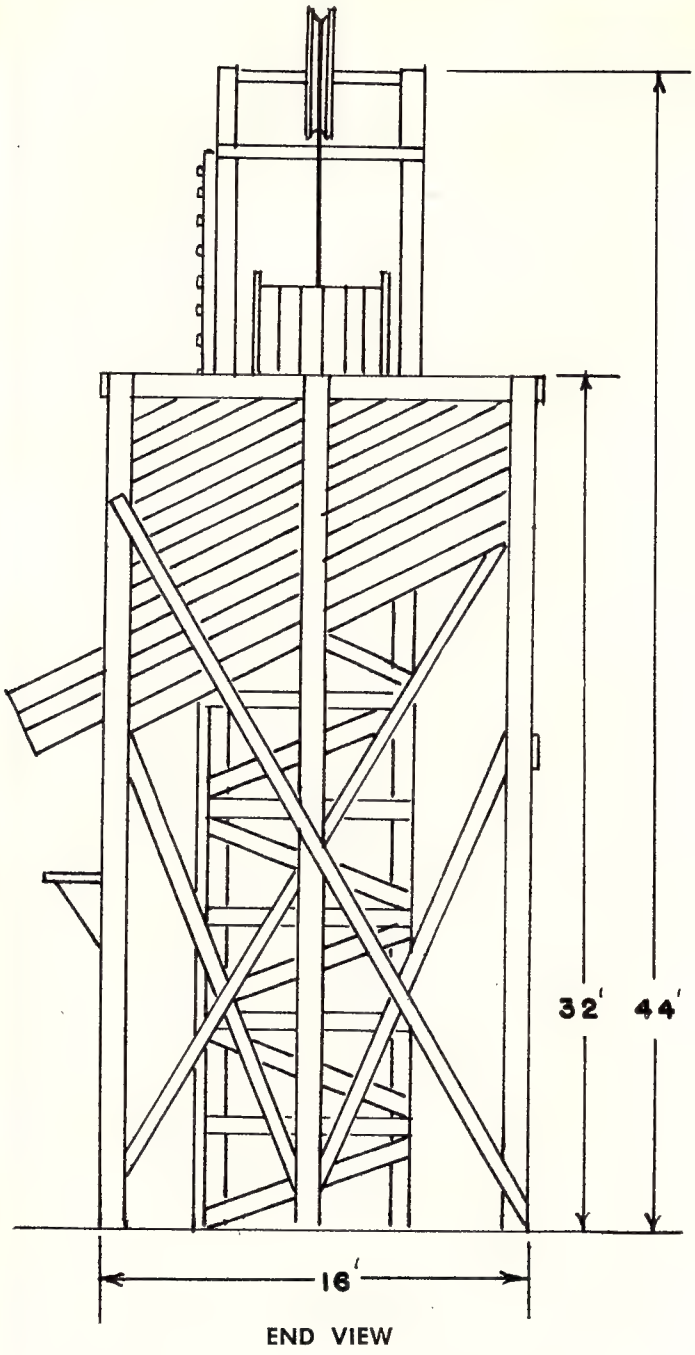
One thing not shown in our model, but which is typical of a real gold mine is the tailing dump. On the type of structure that is illustrated, there would be a small track with an ore car, running along the ground from the base of the tipple to the dump. This is done so that the unproductive ore that is mined in an effort to reach the gold bearing vein may be brought to the surface, and dumped into a little car, which is usually pushed by hand along the track, and the waste material dumped instead of putting it in the bin with the productive ore.

If you want to follow these plans in building your gold mine, you'll have to accumulate some strip wood. I believe that a structure of this type, if completely built of strip wood, gives it a more authentic appearance, and more closely resembles the native lumber that is used in the original mine.

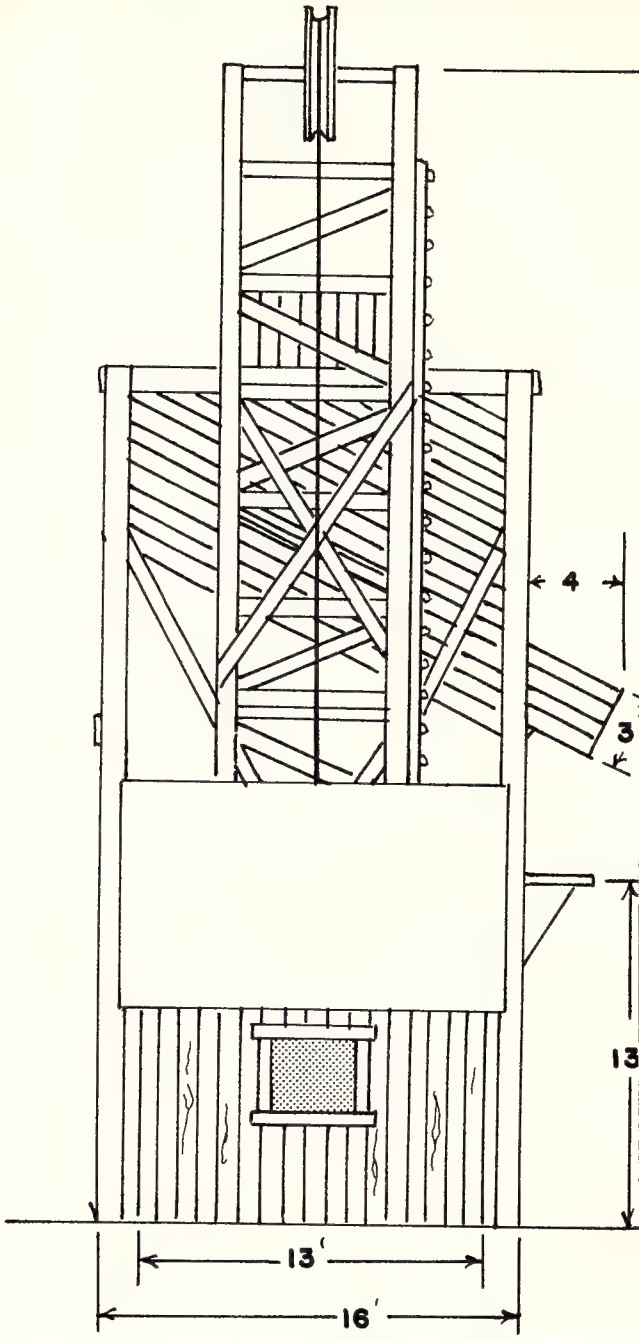
The lumber needed will be a number of 12x12s for the tipple and the supports of the bin. 4x8s serve for the lining of the bin, and for the cross braces on the tipple. 2x8s are used for the side of the shed. The roof of the shed can be simulated corrugated iron, or tar paper roofing.

The hoist wheel is off of a child's toy.

There you have it, a gold mine for your pike. Suggested dimensions for the mine are given on the drawings.

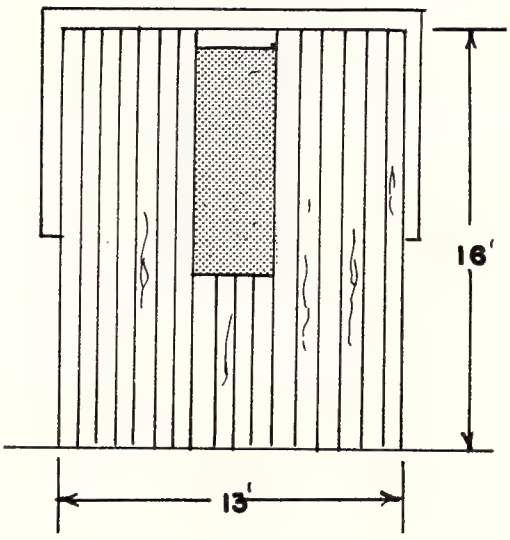


END VIEW

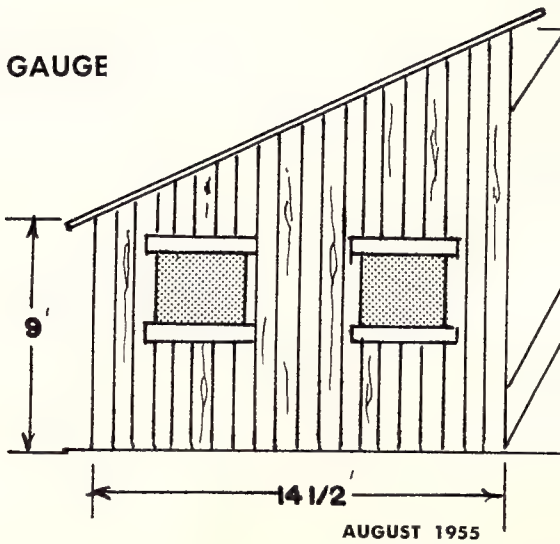


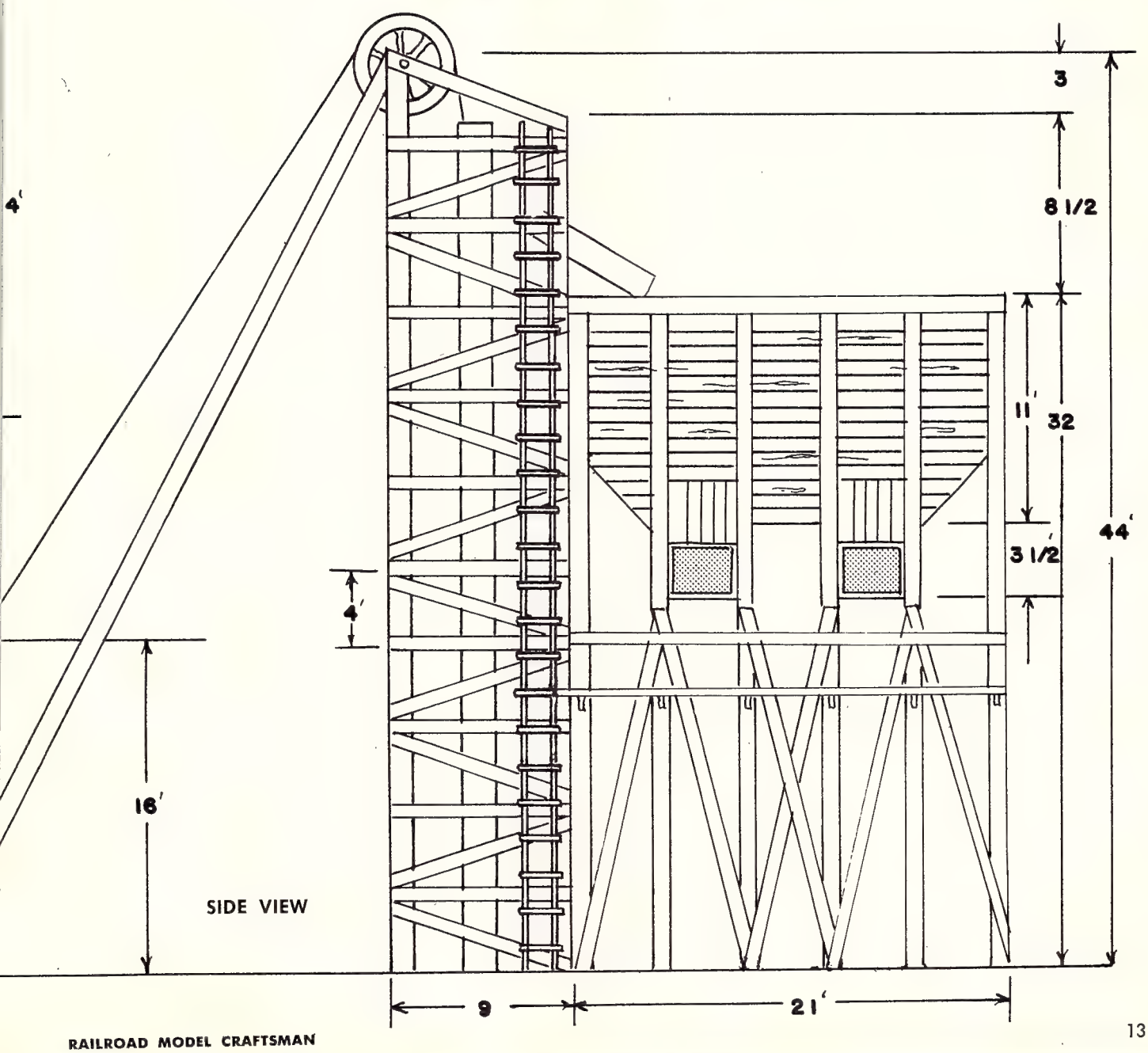
END VIEW AND BACK OF SHED

FRONT OF SHED



FULL SIZE FOR HO GAUGE

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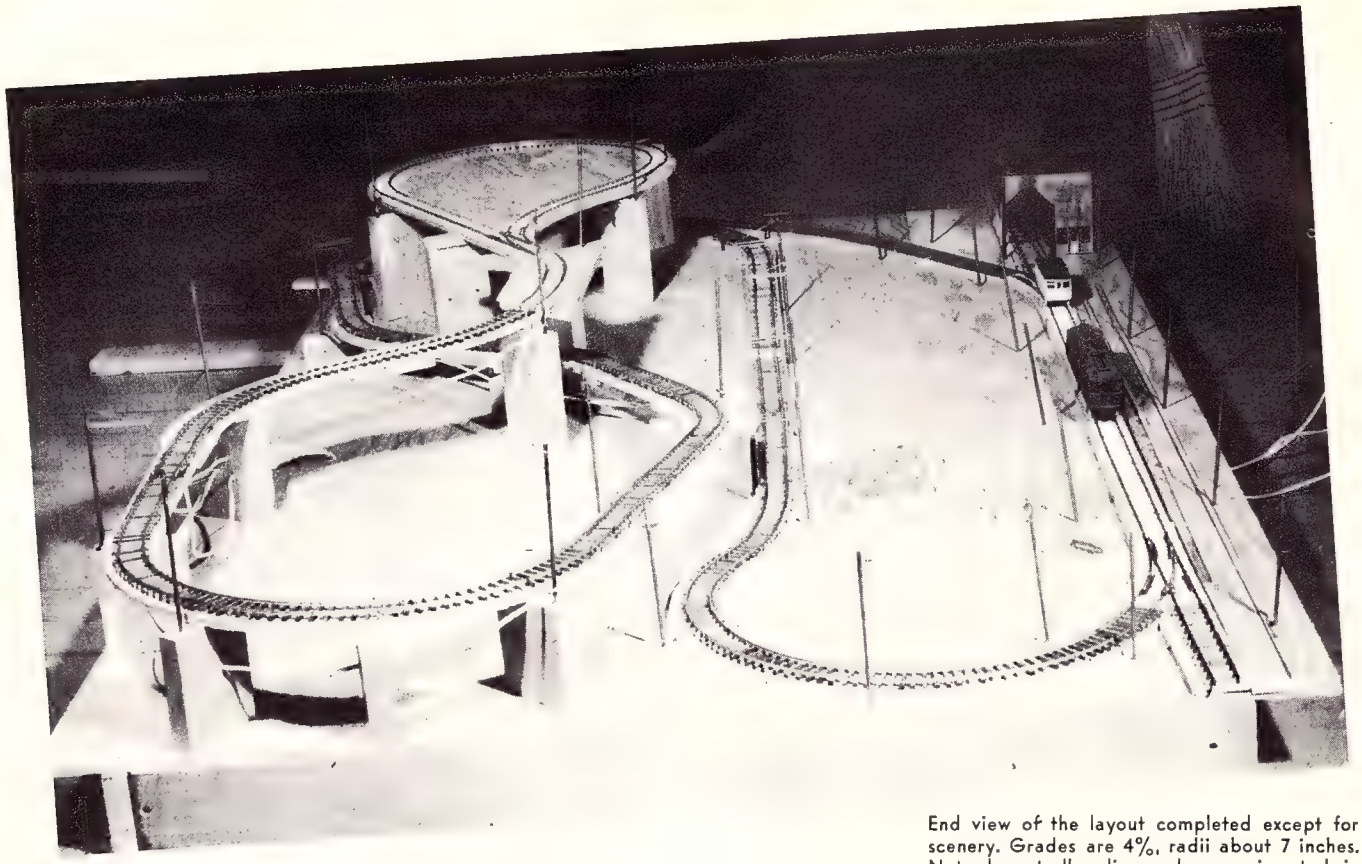
32
44'
3 1/2
4'
16'
SIDE VIEW
9
21'



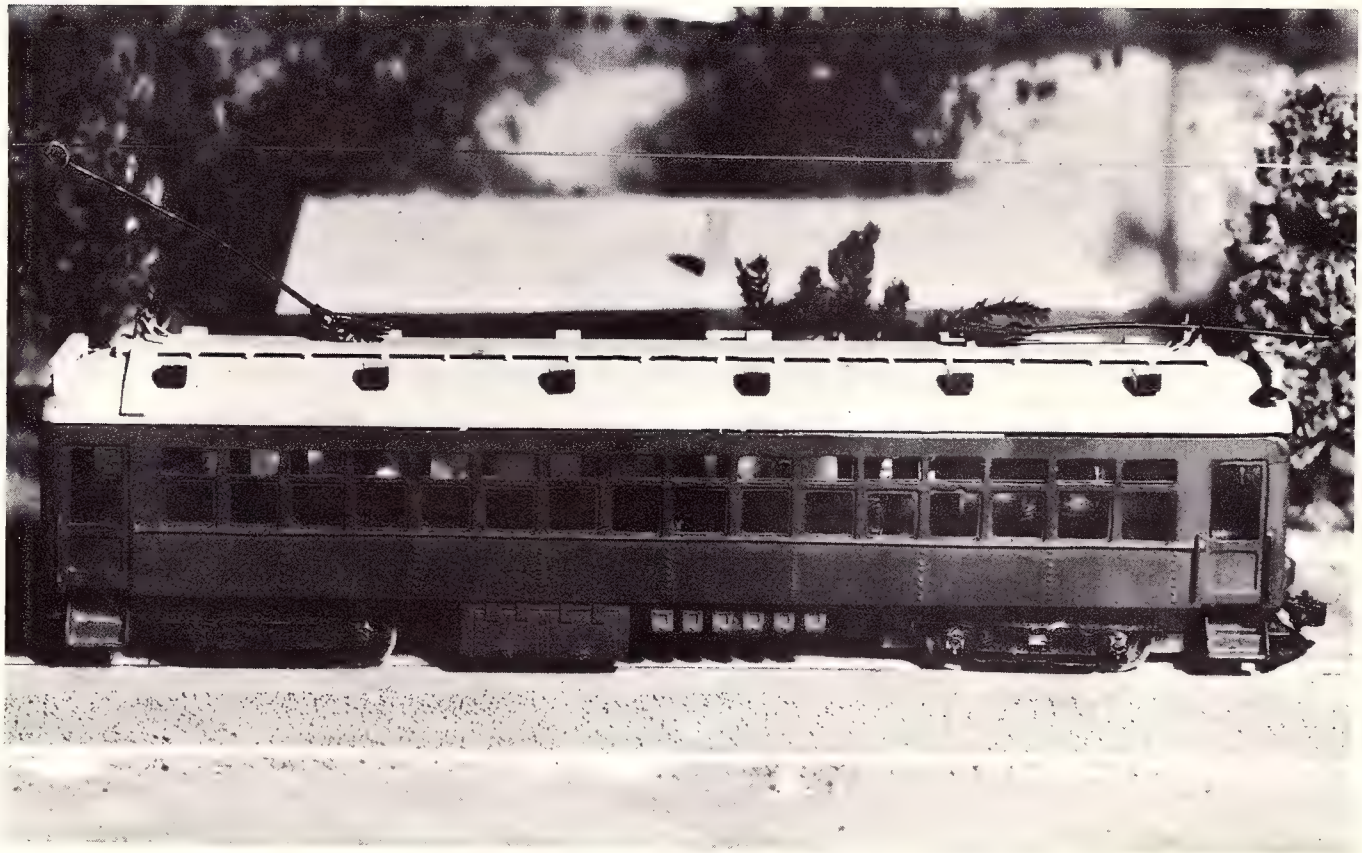
Dick Keegan

End view of the layout completed except for scenery. Grades are 4%, radii about 7 inches. Note how trolley line poles are inserted in riser blocks which also support trackwork.

Ex Pacific Electric 1200 series passenger interurban was scratch built from trolley poles down to the floor boards. Car is powered with Pittman DC-60 motor and Umpco four wheel trucks. Motor, trucks, gear box; only commercial parts used, pulls 4 cars up 3½% grade.

Resort and terminal area are shown at right. Many real trolley lines hugged cliffs such as this. Suspension and compression type bracket arm poles can be seen. All signs except clothing store were cut from match book covers. Old birney, right, has been converted to beanery.

Bill Bett



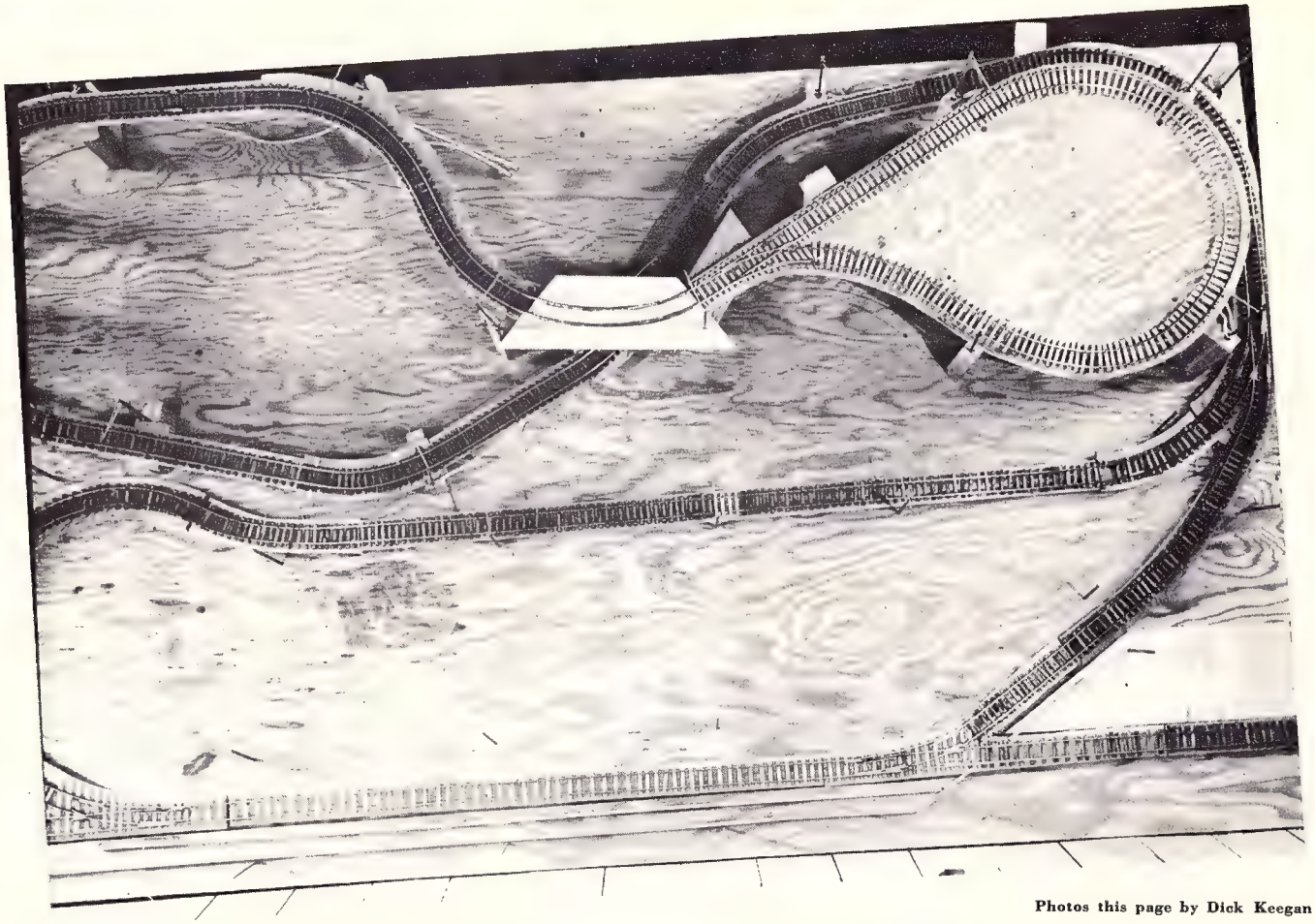
Northern Electric

VISTA SPRINGS LINE

By Richard Keegan

Beautifully executed in a space of only 3 x 5 feet, this traction empire by Richard Keegan shows the way for thousands who have no room.

Bill Bett



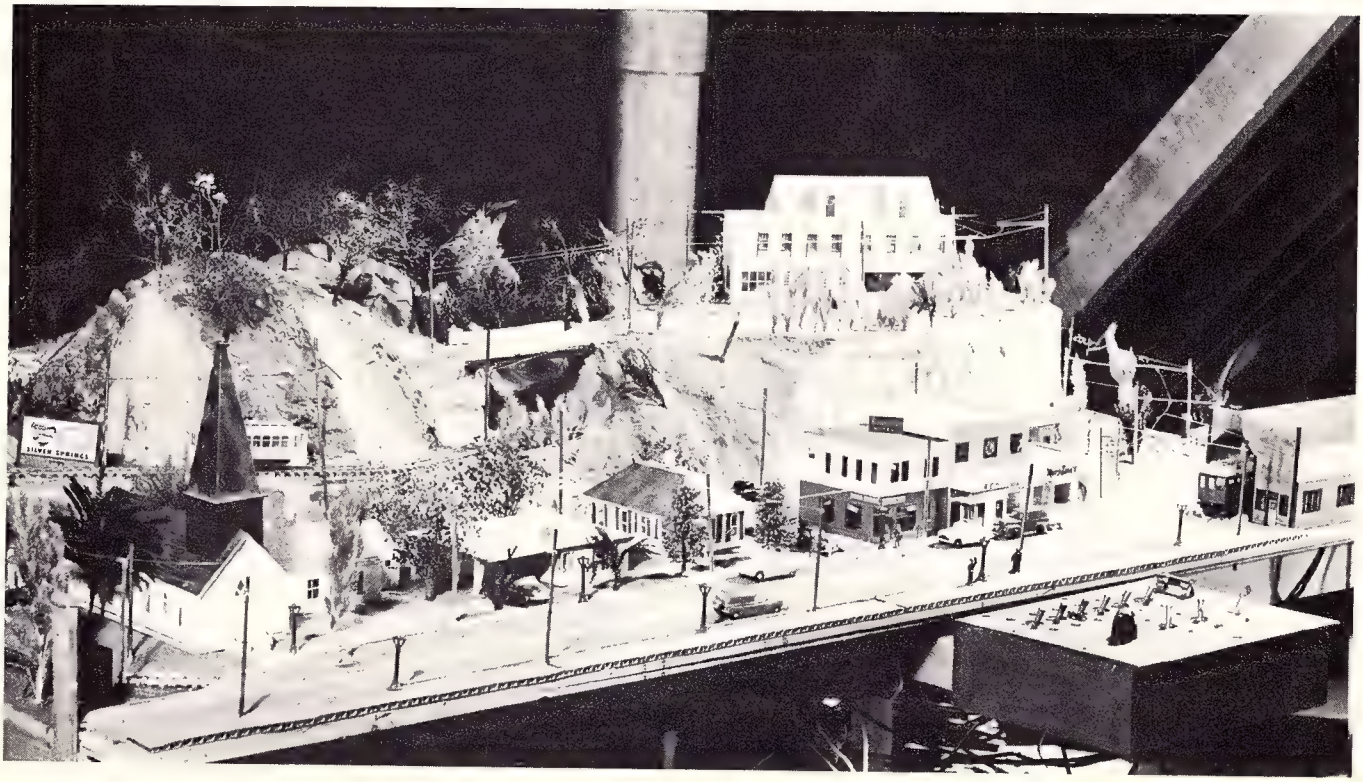
Photos this page by Dick Keegan

Aerial view is rarely seen angle of model railroad which gives an idea of sharp radii used, only seven inches. Table measures only three feet wide. Individual wooden ties were used throughout; rare feat in HO gauge. Switches are both spring and movable point types.

Overall view of the Vista Springs line shows the remarkable amount of detail possible with HO traction. Technically, curves would be too sharp for railroad equipment although 0-4-0 tank engines would negotiate curves with ease. Many traction lines handled freight cars.

Mantua street car clanking down Main Street is typical of cars of the 1900 era. All trolleys on the Vista Springs line operate from an overhead wire. Interurban terminal building, right, was built from plans appearing in RMC. Note trolley wire switch above dinky.

Express motor No. 1100 loaded with foodstuffs makes its daily run up to the resort. Car here is returning, followed by Vista Springs local car. The express motor is scratch built. Trolley provides a frequent interurban service between Cascade and the hilltop resort.

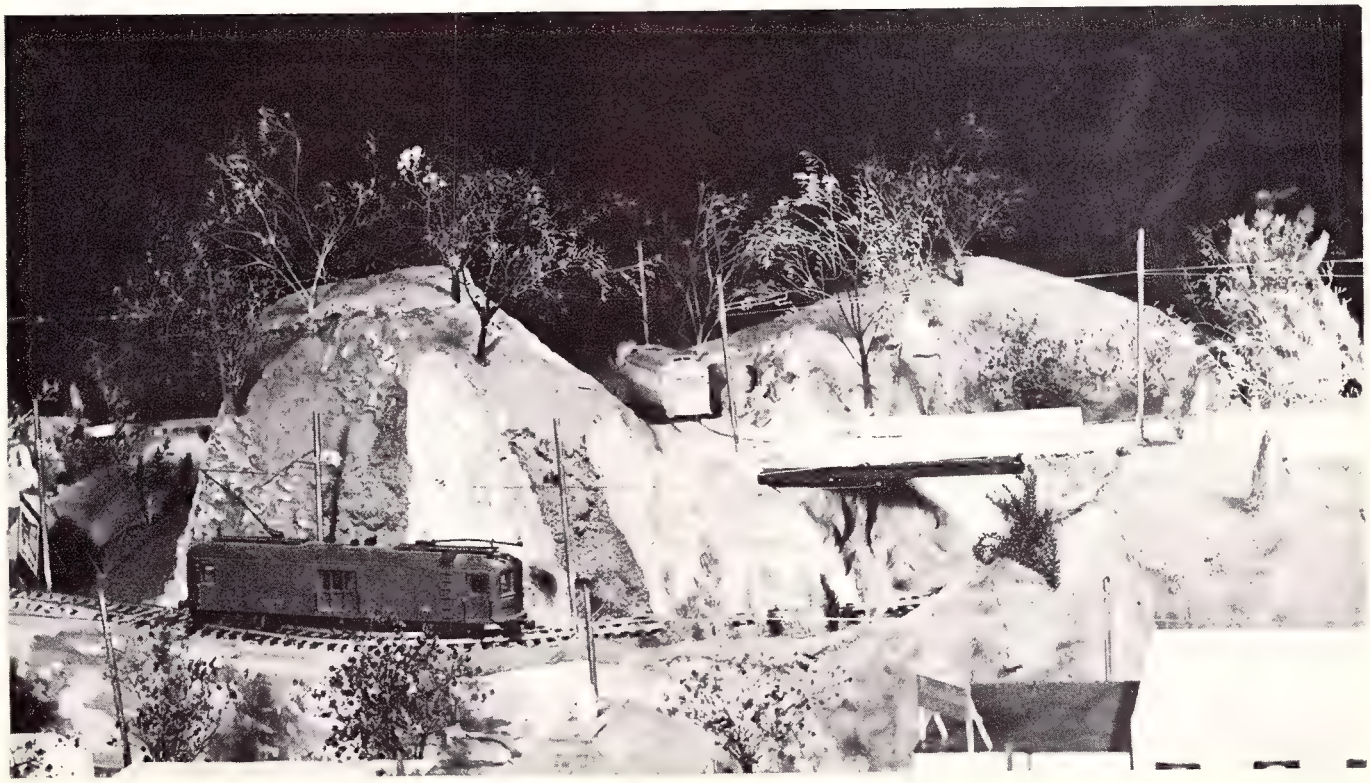


BUILT on a base measuring only three by five feet, the HO traction line of Richard Keegan, of Norton, Kansas, is remarkable in its scope and completeness. The line was patterned after the small trolley line that ran at Manitou Springs, Colorado. This line was short, featured an astonishing grade, and was served by only one car. Cost was a prime factor in building the line and it was decided to hold this down to a bare minimum. The entire layout could be built complete with power pack and one car for less than what you might pay for a pacific type locomotive of good quality!

As built, the line was designed for single car operation but it would be only a small trick to install a passing siding under the overpass to provide for two car operation. Grades on the line are steep and curves are quite sharp. Maximum grade is 4%, radii about seven inches.

White pine was used for the tablework, to which was screwed a sheet of ¼" plywood which made the table sturdy enough for easy moving. All track was laid on ¼" roadbed, even in the city streets, to avoid the need of any shimming. Ties are individual ⅛" square balsa strips and the builder feels that the effort was more than worth the extra labor involved. Ties were colored with a very light oak stain thinned with three parts turpentine. "Quicksand," a sanding block purchased at a nearby lumber yard was used for ballast and looks like cinders.

All buildings on the line were scratch built, again to keep down cost. Two of the cars were also scratch built. The Main Street is poured plaster with the center of the street kept slightly lower to provide good operation.



How To Build a Model Railroad*

Complete your model railroad with scenery. It goes in quickly and changes your collection of cars and engines and track into a realistic miniature of the real thing. There are plenty of hints in this chapter to help you to start.

scenic accessories

No matter how perfect the cars, locomotives, and trackwork; it is the final scenery that makes the model railroad. Doc Undermann of Akron snapped this scene on the fabulous HO Young Route which features excellent scenery.

Scenery on the O gauge portable model railroad of the Baltimore & Ohio Railroad had to be designed for easy shipping. Consequently, much use was made of painted background scenes which add depth to any model railroad. Did you miss the absence of wires on the poles?

Chapter 9 – Conclusion

BESIDES the tracks and trains, there are so many different things that go to make up a model railroad that whole volumes could be written about each of the individual subjects such as signals, scenery, trackside structures, bridges, and half a-dozen others. Our purpose here is not to attempt making a complete coverage of one at the expense of others. Rather, the attempt is to give enough information so that the ordinary model railroad builder can be assured of getting a start in the right direction.

Scenery is an example. There are a hundred different ways of arranging the space around the track layout so that it will look like a section from real life. Many are good, yet few of them are really satisfactory from a modeler's viewpoint. To a miniature railroader, the scenic accessories must be cheap and easy to install, demand a minimum of artistic ability, and stand up in use with as little attention as possible.

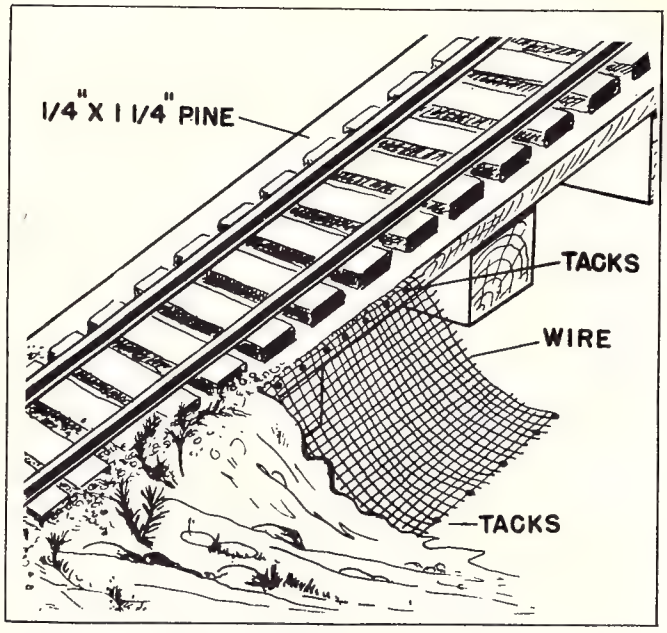
Where Does Your Railroad Run?

The first thing to consider is the type of terrain that your railroad is going to traverse. Is it mountainous, flat, or somewhere between? The first kind of scenery is effective but a little too banal. It is so easy to make rugged snow-capped mountains that most model railroaders are inclined to associate them with Christmas-tree toy train layouts. Flat level country, on the other hand, gives little opportunity to the modeler's imagination. A territory with rounded hills and sloping valleys, therefore, is indicated as the one best suited for all around use.

Making Scenery

Hills and mountains are made as shown in some of the drawings by erecting a rough but sturdy framework of wood. This is covered with window screen wire, or even with heavy burlap. This material is stretched tight and then is covered with some form of plaster material. The strongest and hardest is a mix callled gesso, which is a combination of glue and whiting. Another substance that gives a good earthy texture is asbestos, such as is used to cover furnaces. The asbestos is mixed with water glass, which acts as an adhesive. Asbestos may also also be mixed with ordinary plaster, or sanded plaster. A pulp made by soaking and pounding up old newspapers and mixing them with glue is a cheap and effective modeling material also.

Rugged mountains and dry looking desert terrain have been captured successfully in this scene created by modeler Joe Wilhelm. Use light colors in the desert and sparse vegetation. Gnarled twigs are good as are rail fences, barbed wire. Avoid toylike steep grade mountains.



Wire screening is brought right up to the roadbed and tacked to the sub board. Plaster is then added. Do not run your track on top of wire screening or you may run into one of the worst problems of all; unlocatable shorts caused by spikes coming into contact with the screen wire. Track should operate well before starting any scenery.

Trees & Shrubs

Small bushes and shrubs should be inserted in the earth before it dries, and the material should be shaped with the fingers to as natural a contour as possible. Do not allow any part of the terrain to become too smooth and unrealistic. The surface should be painted with natural colors. Specifically avoid too much grass green. If you will look at a nearby field or meadow with a critical eye, you will notice that the brown dirt shows through in many places. In your model railroad, too, you will have to put in patches of brown to give the same effect. Do not use a glossy paint. Any type of flat, lusterless finish will do, but avoid using paint having a sheen, even though in time dust will tend to hide the gloss.

Bridges

Bridges really are a part of the scenery rather than of the railroad itself. They can be made from kits and a number of excellent ones are now available. If you prefer, you can purchase specially shaped wood or brass at many hobby shops and build up special bridges to suit specific requirements on your own railroad. Many modelers have even made bridges from bristol board which are amply strong to support model trains.

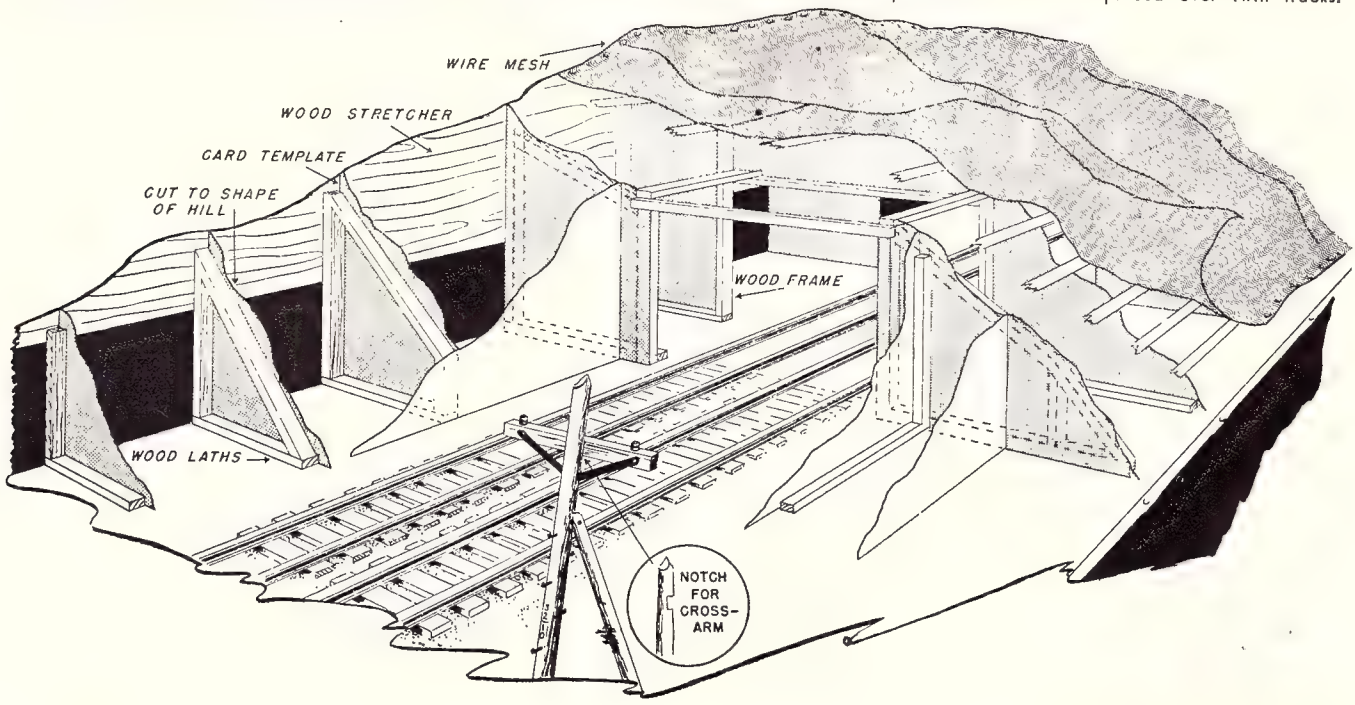
Trestles

The most spectacular and interesting type of bridge to model is the old fashioned wooden trestle. This type of bridge is so easy to build that no model railroad should be without one. Either round or square timber may be used and most hobby dealers have such wood in stock, correctly sized for your own pet gauge. Each separate support of a trestle is called a bent. Each bent is made separately on the workbench, and is then assembled with cross bracing at the building site. A center span if desired can be made of cardboard or metal. Be sure to use wooden ties with full thickness on top of the trestle, or any bridge, especially if you use cardboard tie strip on the rest of your layout. Most railroad bridges do not have a solid base. You can usually see through the ties to the street or water below.

Tunnels

Tunnels are a familiar feature of model railroads. You can make them almost any way you choose as long as you avoid the tiny hollow mountains used with toy trains. Make the mountain big enough so that it will appear easier to bore through it than blast it away. Any tunnel more than twenty or twenty-five inches long should have openings beneath or behind the mountain that it pierces. This is to permit access to derailed trains.

Here is the ideal way to make the supporting framework for screen wire, preparatory to adding plaster. Actually, any wood scraps can be utilized to support the screen since they won't be seen anyway. Double track tunnel portal is still to be placed over twin tracks.

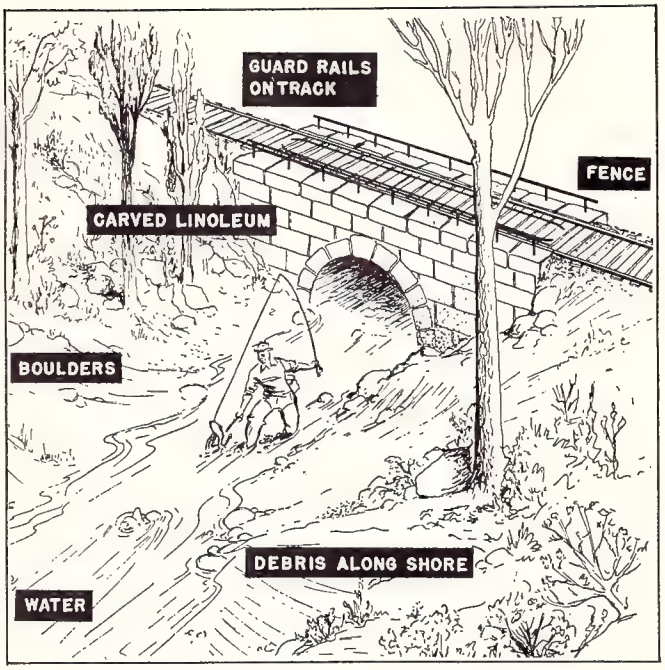


The tunnel mouth is the only part that shows so make it as realistic as you can. A cardboard arch can be very effective in appearance. It adds to the realism to avoid curving the track as soon as it enters a tunnel. It's also desirable to actually model a small portion of the tunnel itself if the tunnel mouth is located close to where a visitor might see the otherwise huge hollow mountain cavity.

Signals

On a model railroad, signals are inclined to be more ornamental than practical. There are no lives at stake, so that an occasional accident is not serious. A broken coupler or bent handrail is about the worst that happens. On the other hand, there is a strong fascination in a real set of working block signals. We will consider the different kinds briefly.

Modern signaling is based on the idea of breaking up the line into various sections called blocks. When any one train is on a block, no other train may, under ordinary circumstances, enter that section, and the signals are provided to inform the engineer of a train whether or not the next block is occupied. Each block is operated automatically by the train as it enters a block and in



Scrap materials and commercial parts could be used to model a scene such as this. Linoleum is easily carved to resemble stone. Culverts are also available at most hobby shops at nominal prices. Twigs, pebbles, lichen complete scene. Valspar varnish makes good water.

New York Society's HO layout features tremendous mountain, made of plaster. Scenery was still incomplete when this photo was taken. At left is tunnel portal showing hollow mountain interior. This will later be built up with either simulated rock or concrete finish as tunnel wall.

the latest systems, a signal set at *danger* will stop an approaching locomotive if the engineer fails to heed the indication. The system applies only out on main lines. Within yard limits, the signals are more complicated in character, and are under the control of towermen. Complex systems of interlocking are provided so the opportunity for human failure is almost eliminated.

The signals themselves are of various types. The older semaphore type is still used on many railroads and enjoys a wide popularity among model railroad fans. Usually, the vertical arm of a semaphore indicates a clear position while a horizontal arm indicates that there is a train in the next block. At the same time, the arm swings a colored lens in front of a lantern; a red indication giving the danger signal and green meaning clear. Newer installations employ plain or colored lights that light up in horizontal or vertical rows. With color-light signals, the lights alone give an indication according to their color. All of these can be applied to models although the semaphore continues to be most popular. The semaphore can be read equally well in front or back; an important factor on a model railroad where the engineer doesn't actually ride the engine cab. Many excellent signal kits, both dummy and operating, are available for most of the popular model gauges.

Switches and signals are rather intimately related. It is easy to see that the position of a track switch will have to influence nearby signals. On real railroads, the connection between their settings is called interlocking and the purpose is to prevent mistakes on the part of towermen from causing accidents.

Besides the signals that control trains, you will have to consider crossing signals wherever a highway cuts across your line. You can build an illuminated scale model blinker and install an inexpensive flasher unit to make the lamps go on and off regularly. Crossing gates enter into this, too.

Lineside Accessories

Various small lineside accessories add a wealth of realism to model track. Telegraph poles are often omitted from model pikes yet are very easy to model, adding much to the general appearance of the model railroad. Poles may be made from dowels, using commercially cast crossarms.

Structures

Stations and other buildings occur in such wide variety that anyone can choose his own to suit his own tastes and needs. Construction need not present any diffficulties and the modeler can choose cardboard, wood, metal, or several other materials to build from. Many modelers today have never built a model from raw materials at all, but limit themselves to kits. Hundreds of fine kits are available in a wide variety of styles and prices.

Back issues of model railroad magazines such as *Railroad Model Craftsman* contain hundreds of fine plans and construction articles for an endless variety of excellent structures.

THE END

Many model builders make the mistake of cramming every available bit of space with track. Even when space is scarce, save some for cities, stations, parks, and other scenic foils so as to make your pike more lifelike, as was done by Boyce F. Martin, in this scene.

Narrow Gauge junction

Conducted by Dick Andrews

BACK about two years ago, when we launched our column here, one of the first fellows to write in and ask a few questions about this narrow gauge deal, was Floyd Ellington of Graham, N. C. Floyd was in HO a bit—but he was ready to make a new start possibly in a bigger scale—as he had assembled a plastic O gauge "C.P. Huntington" kit and was impressed with the fact that O scale CAN be small—as well as big! But the O scale detail, of course, remains big—(just as on a big HO pike, the detail remains small).

I wrote Floyd as impartially as my knowledge permitted, on the various possibilities for narrow gauge in O scale and S scale (as I'm not here to promote any one angle over any other) and Floyd's choice was On2. That is 2 ft. gauge in ¼" scale, with a ½" gauge track laid usually with HO rails. Floyd's first project was a pair of low-side 'gons"—which he followed by a 10 ton Baldwin 0-4-2T such as ran on a 3 ft. gauge pike not too far from his home.

That was a swell little pike—the old Surrey, Sussex & Southampton—and the brass hats of the SS&S decided that they could haul what they wanted over their roller coaster line, just by adding on more 0-4-2T's up ahead—just as diesel units are added on by the big roads now. The SS&S was a roller coaster all right—track straight but up and down—and three little tanks would come along with a load of logs—top a rise and dig in their heels—almost slide part way down and then with a whoop of their whistles roar down through the sag to get up the opposing grade! There were curves on the SS&S too, and these little kettles could really swing sharp!

Floyd built his own main frame for his 0-4-2T by the method described here some time back (two 1/16" hard brass blanks cut out, soldered together, drilled for axle holes, unsoldered and set up with spacers to width) but as his loco is actually about the same size as an HO switcher and as he has recently adapted an HO "mech" for another loco, I'm going to quote him on that:—

"Narrowing the HO main frame is simple—just a matter of filing down on both sides.

"Narowing the driver wheel sets is also simple if they have unshouldered axles (Mantua generally does; Varney "Little Joe" axles are usually shouldered). Simply a matter of pressing the drivers in and filing off the excess axle length. (For On2, get the wheels 7/16" apart back to back of flange inner faces). For a Varney shouldered driver axle, I dismounted both drivers, turned down one end using a bench-mounted power drill and files, and remounted the drivers. Worked like a charm.

"Here is what I consider the real new gimmick: a DC-60 motor can be trimmed to fit between On2 drivers with no loss of power. I disassembed the motor, filed down both sides of its bottom plate to clear the drivers, and then reassembled and tested. Result: fine operation. Bottom plate has no magnetism when separated from the permagnet, so it is no problem to file.

"So now we know that HO mechanisms can be adapted to On2 with LITTLE EFFORT. I narrowed the Dockside in one evening!"

On2 car wheels are of course "it" as taken from HO—and narrowed to the same spacing (7/16" back to back) and with Mantua's new nylon wheels, THAT can be done in a few seconds!

The Varney "dockside" mech that Floyd describes narrowing to On2 here will become the main frame and mech of an 0-4-4T Forney with the superstructure taken direct from a Wen-Mac plastic "C. P. Huntington." However, Floyd's first kettle—No. 1 of his Eureka & Sylvan Ry.—was made up from HO English "Yard Bird" elements with the superstructure scratchbuilt from brass. The only thing I can say against brass is that it is a little hard to paint, although most model railroad paints and lacquers are designed with that in mind. There is nothing more pleasant than working with, forming, shaping, filing, cutting and soldering brass. In fact, many scratch-builders hate to paint their brass models—and a few never do! As cleaned and shined up with buffing and rouge—it is really almost like gleaming gold!

Floyd used an alcohol torch for most of his work there. The cab was built up by the "sandwich" method not unlike what you'd use in building up a car side from cardboard and glue. Imagine using a glue that you put on dry in little pellets, and then applied heat—and lo! the tiny pellets melted and ran right in where wanted to stick—and you have about the effect of soldering brass sheet cab sides together.

With a loco and two cars, Floyd was ready for a pike. The space available was a 6 ft. shelf in a pantry (taken over by Floyd for his hobby room and other things). One end is about 12" and the other up to 20"—not much room and this is O scale yet! However the switch-back design here (not unlike what RMC's Bill Schopp described many moons ago) provides just the kind of multi-level—narrow width pike that Floyd had room for—regardless of either scale or gauge! A man in HO can build this pike to the same size—because after all, Floyd's On2 locos and cars are no longer than the lengths of a Varney "dockside" and HO freight cars. (On2 is that small.) E&S No. 1—the "BELLE ESPRITE"—obtains cars from "outside" via the tunnel "sneak off" (which can hold a car or two out of sight) and brings them into the tiny yard. From there, they are taken up the switch-backs to where required for loading and unloading. This is the "in and out" basis that all small short lines work on, whatever the gauge of track.

It is only fair to say that On3 does not have to be any bigger—E&S No. 1 is after all a 3' prototype just narrowed to 2'—and everything would be about the same except for a ¾" track width instead of ½"— and OO or S wheels adapted to the gauge.

This is an O scale pike—just six feet long on a shelf! And there is this space advantage that we have been calling attention to—for narrow gauge! You can't beat it! If O scale narrow gauge can be this small—obviously S scale and then HO scale can be smaller—and perhaps you can carry your little HOn pike over to a friend's house like a folding checker board under your arm! However it is not just the small size of the rolling stock—but the "small scale of the operations—that provides the space economy.

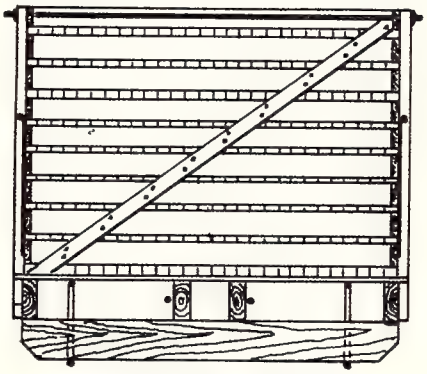
Floyd uses stubs as described here a couple of months ago—in fact it was not until Floyd had built and operated them according to this method that I felt it was right to set it out here.

Here's a ground level view of the narrow gauge Floyd Ellington layout. Track width is only ½" which supports ¼" scale equipment on 6' shelf.

CARSON & COLORADO

NARROW GAUGE OPEN TOP STOCK CAR

SCALE 1/4" equals 1' 0"



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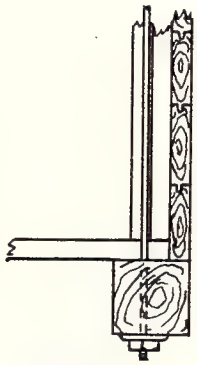

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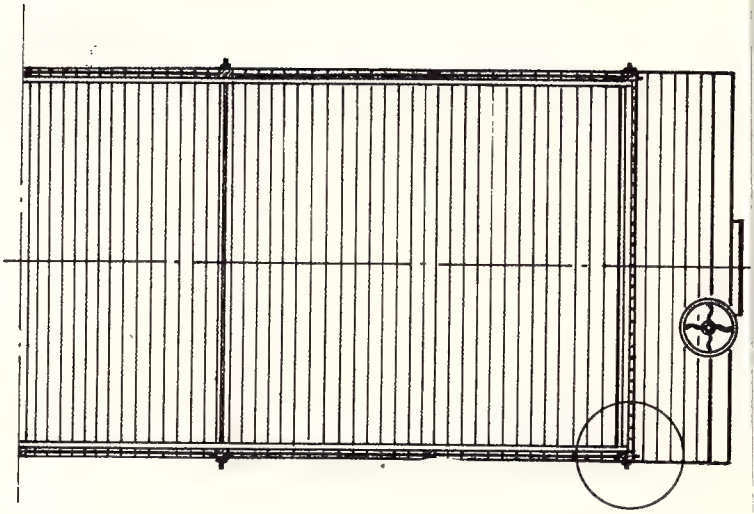
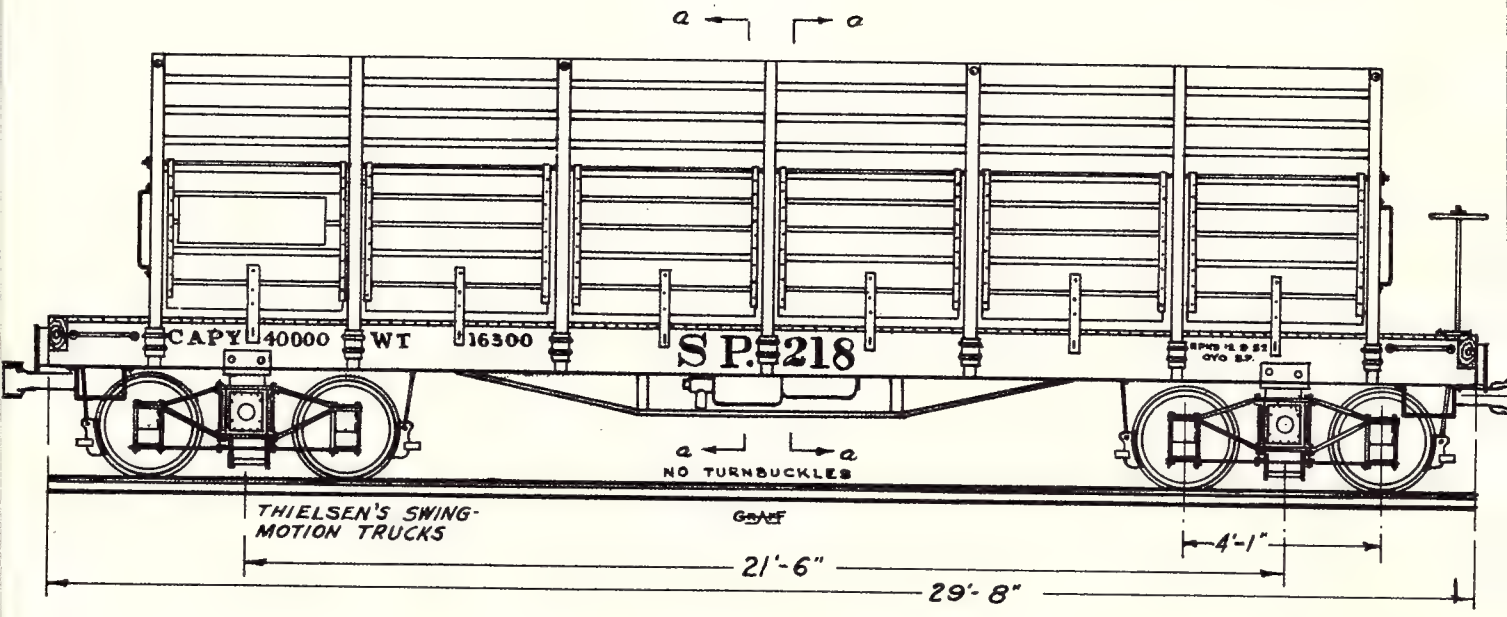
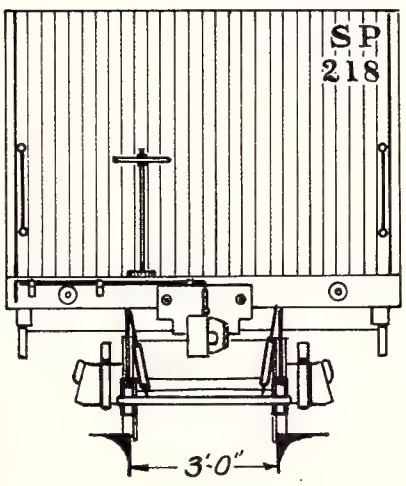


Detail 1.



Drawn Especially For
RAILROAD MODEL CRAFTSMAN
by Ulrich B. Graff



THIS open stock car is the first of several on equipment of the Carson and Colorado which I hope to present. Carson & Colorado is a narrow gauge line now wholly owned by the Southern Pacific Company.

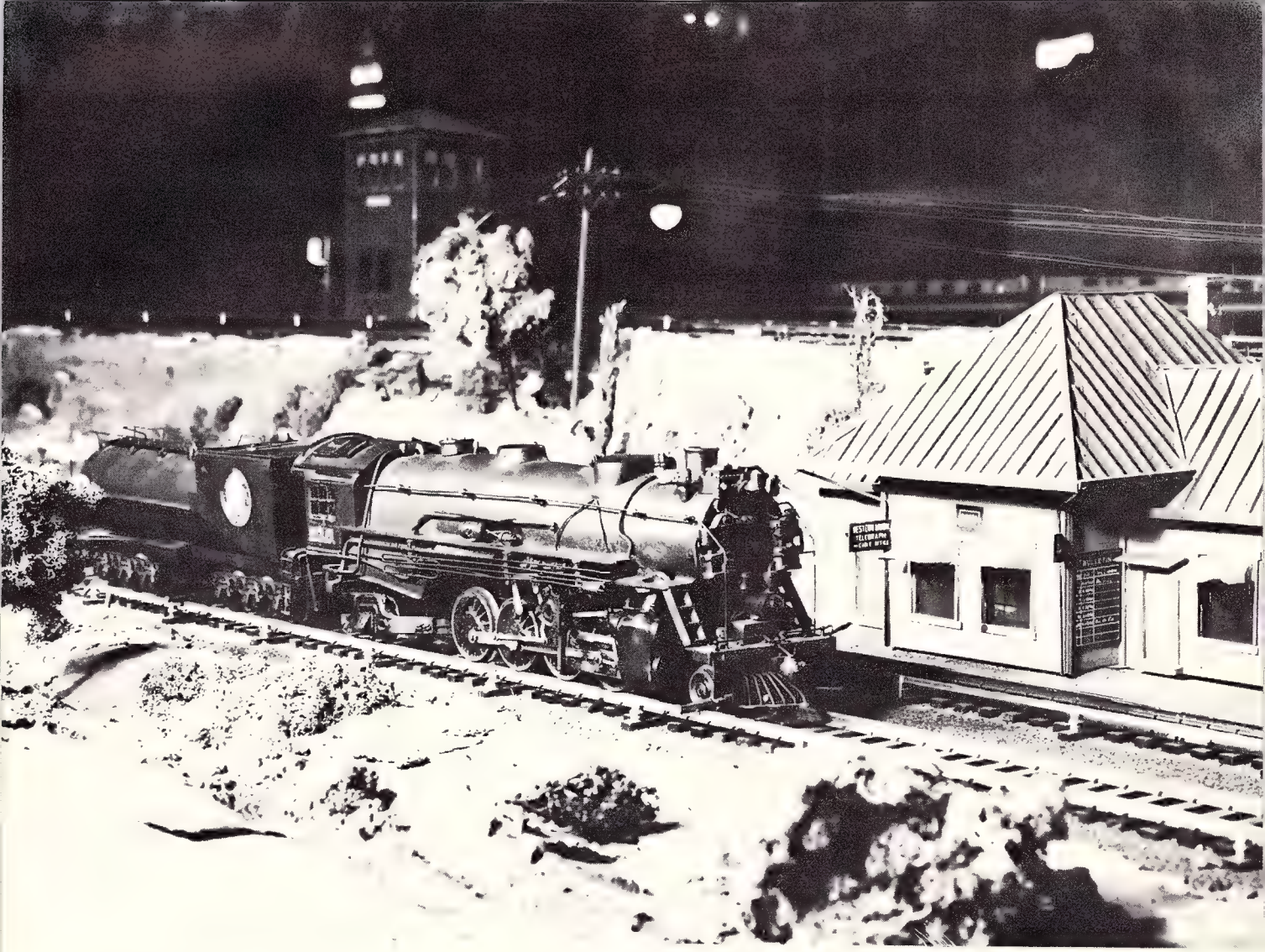
In 1953 I had the pleasure of spending a vacation on this line armed with a legitimate ticket in the best Southern Pacific manner of book form which could as easily have been a coast to coast passage on the "City of San Francisco."

While the entire trip from Laws to Keeler was never completed, I must say that Conductor Young and the entire Train Crew honored the ticket in a manner of the best traditions of the "Friendly Southern Pacific." I certainly got all that I had bargained for. Further, I had the dubious distinction of making the last trip behind old number 8, a 4-6-0 built by Baldwin in 1907. During the trip her Stevens eccentrics gave up the ghost. The retaining lips for the links having completely worn off, the links kept dropping on the axle invariably resulting in a screeching halt which made one wonder what kept the cylinder heads in place.

Inasmuch as I was a paying passenger, I hesitate to say what observations I did, or did not make, but would like to assure the Espee that they are a swell company, and have some wonderful people working for them. Somehow I have a deep feeling in having witnessed the demise of old No. 8. As you probably know, this road is now dieselized.

As to rolling stock. It is all painted in the somewhat extra red shade of box car red used by the S.P. In spite of the fact that wheels on some cars bear a Central Pacific casting date of 1879, and that some rails on the line are marked "Sheffield, England, 1867"; equipment, roadbed, et al, are maintained in meticulous condition. Everything looks as though it were fresh from the shops, and the roadbed, if anything is straighter than a stretch of class 1 road. Maintenance on the road is superb. Running time per day averages 6 hours, and everyone connected with the branch seems to take a personal pride in devoting the remaining hours to maintenance. I can justly say the feeling penetrates even to the passengers. Conductor Young maintains a log of passengers he has carried, and on reading through it would seem to be a "Who's Who of prototype and model railroading"—Lucious Beebe, Charles Clegg, Young of the C & O—every name is known to the initiated.

Should you model this equipment, give the operators of the old Carson & Colorado their due. Forget the swaybacks, the broken planks and the dingy paint jobs. The only place you'll find them is on the rip tracks. The road looks spanking fresh from the shops. The operators are fervently proud of their road, including the engineer fresh off an articulated consolidation the day before. They all pitch in and maintain it to the N'th degree—possibly they realize they are operating irreplacible Americana.



THERE will never be a motive power shortage on the Elizabeth Terminal Railroad, even though the gigantic O gauge model railroad operated by the Newark-Elizabeth Model Railroad has over 7000 feet of track on a layout measuring 63 x 75 feet. Over 200 steam, diesel, and electric locomotives are on the club roster; just about every type of engine from a rare old Alexander American Standard to Lobaugh Challenger articulateds. There are plenty of custom built and conventional types, too.

The present club is an outgrowth of the former Elizabeth Model Railroad Club organized in 1944. Some readers may remember seeing their old third floor loft building layout in downtown Elizabeth, New Jersey.

The present club was organized by Herman Schwarth and George Rosenfield in 1950 and quickly attracted some of the old Elizabeth club members as well as some new blood. Present active membership is about fifteen and the club hopes that anyone interested will stop by to see the layout.

Four Spikes In Every Tie

The statistics on a club pike such as this make fascinating reading. Over 500,000 wood ties are needed for the almost eight scale miles of O gauge track. Main line tracks have four spikes in every tie! Power is supplied by two thirty amp power packs which are capable of delivering sixty amperes at all times.

There are six divisions into which the railroad is divided MT tower controls that part of the layout shown on the drawing (page 29) along the lower and right sides. MP board controls the next division which includes the rear loop and the upgrade running around the proposed freight yards. HE tower handles the main lines around the passenger treminal. TY tower handles all passenger terminal activity and brings all trains in and out of the four track main line. The CY tower controls the coach yard, presently being used as a freight yard until the new freight yard is completed. RH tower handles the roundhouse, diesel shop, turntable, and engine terminal facilities.

All boards are connected by telephone control and trains pass from the control of one engineer to another as the trains move along the route, as opposed to the CTC system used by some clubs which permit one engineer to handle the same train over the entire layout. A signal system is planned for some time in the future but there is too much work to be done presently to give this much thought now. Some ten miles of wiring is already suspended under the train tables.

Electrical Pick-Up

As opposed to HO gauge where the use of two rail has become universally accepted, the Newark-Elizabeth club decided to stick with outside third rail. There are some sound reasons back of this choice, even though almost all O gauge equipment is available as two rail today.

A small home layout is easily maintained by it's builder and it's no great chore to clean the track before operations start. The same is not true of a club layout, especially when there are 7000 feet of track. The use of outside

Staff photos by Hal Carstens

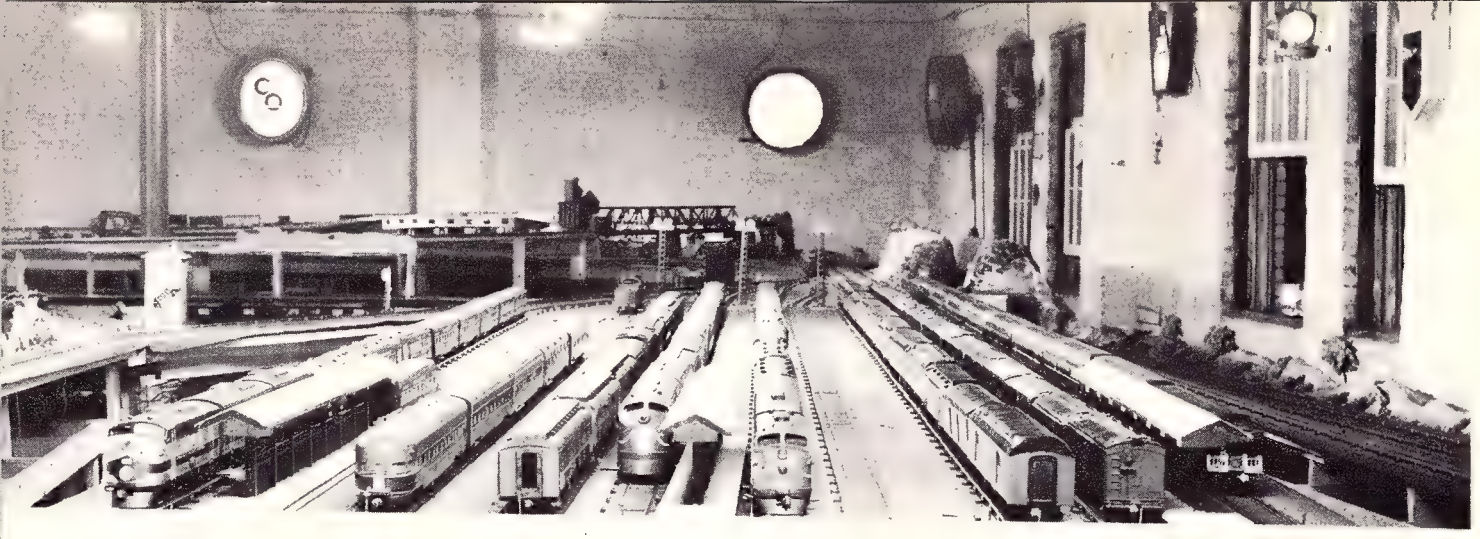
NEWARK-ELIZABETH

MODEL RAILROAD CLUB

Your pulsebeat will quicken when you see the tremendous parade of husky motive power used on the Newark-Elizabeth Model Railroad Club on its large O gauge scale model railroad.

A Great Northern mikado clatters past VW tower with a drag of empty flat cars. This husky engine sports plenty of boiler front plumbing, vanderbilt tender; owned by R. Smith.

One of many locomotives accumulated during the past twenty-five years by Sam Cicchini is this fine old Alexander 4-4-0. Still in excellent running condition, this engine is quite scarce and can be termed a true collector's item. The cars also date back many years. All Cicchini locos bear L&W seal.



third rail provides positive pickup and all drivers can be used as a ground, if desired. In addition, many of the members have substantial investments in pre-war motive power. Many of these locomotives are worth over one hundred dollars each and many are collectors' items which would be costly to convert to two rail operation. The members are perfectly content to put up with the third rail and the collector shoes for the advantages of improved operation. (There are some highly successful O gauge two rail pikes. Ed.). Third rail also eliminates the need for erection of overhead wires for several electric type locomotives on the roster.

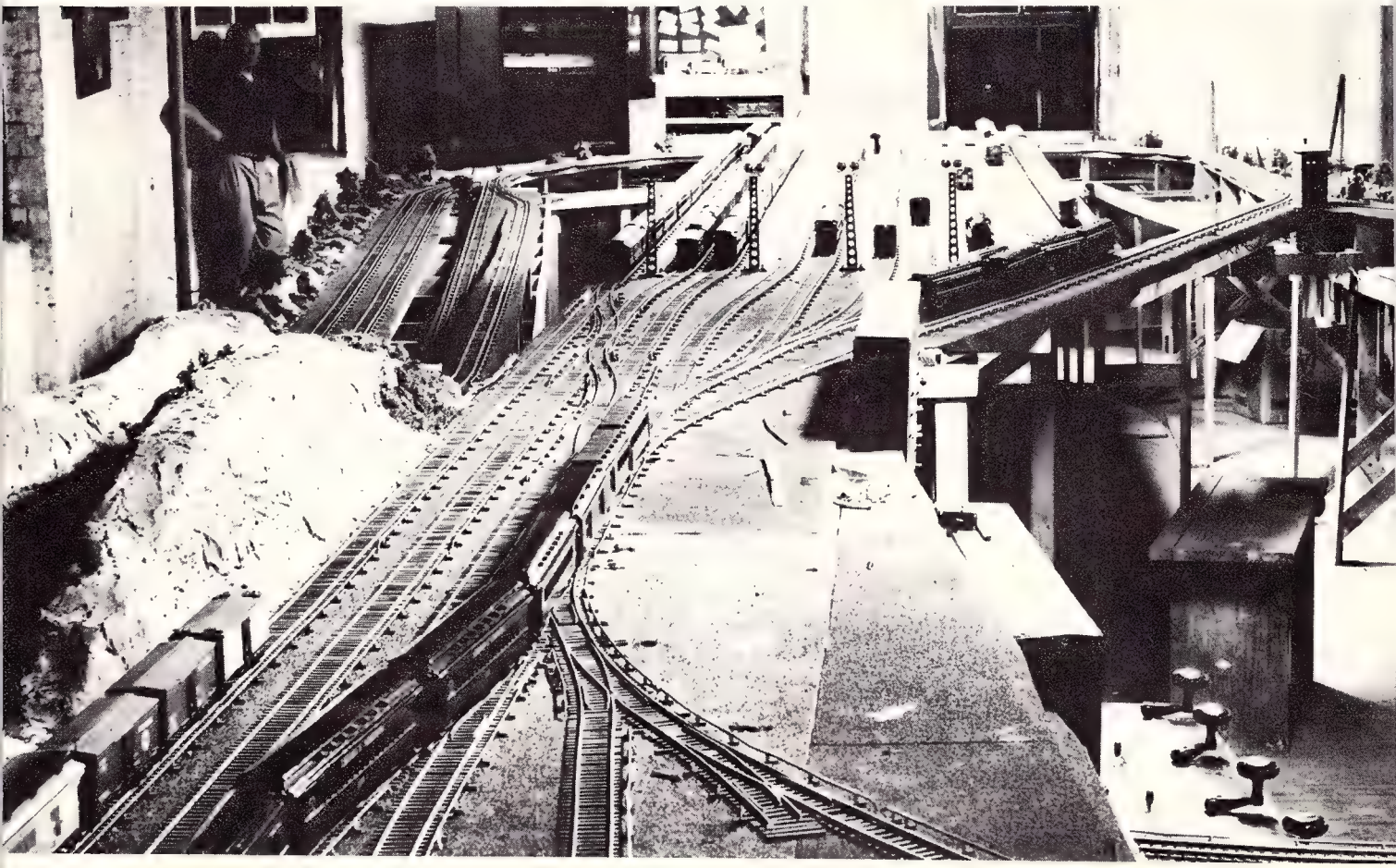
Locomotives

Over two hundred locomotives of all kinds are on the roster. Many of these are by manufacturers unknown to newcomers in model railroading and these locomotives are in beautiful condition. On the engine service tracks you'll see such rare gems as an Alexander 4-4-0, Saginaw Pennsylvania Railroad G-5s, H-9s, and E-6s locomotives, ScaleCraft Southern Pacific class P-13 pacific, several Lionel 700EW New York Central J-3 hudsons, and even some custom built Icken locomotives.

More modern engines include almost all engines now in the All-Nation line, as well as Lobaugh's berkshire and challenger, the Pierce 0-8-0, Walthers GG-1 electric, and a Blum Pennsylvania Railroad M-1a mountain type. Many of the locomotives were custom built by George Rosenfield, whose Hobby Depot in Elizabeth, specializes in that type work.

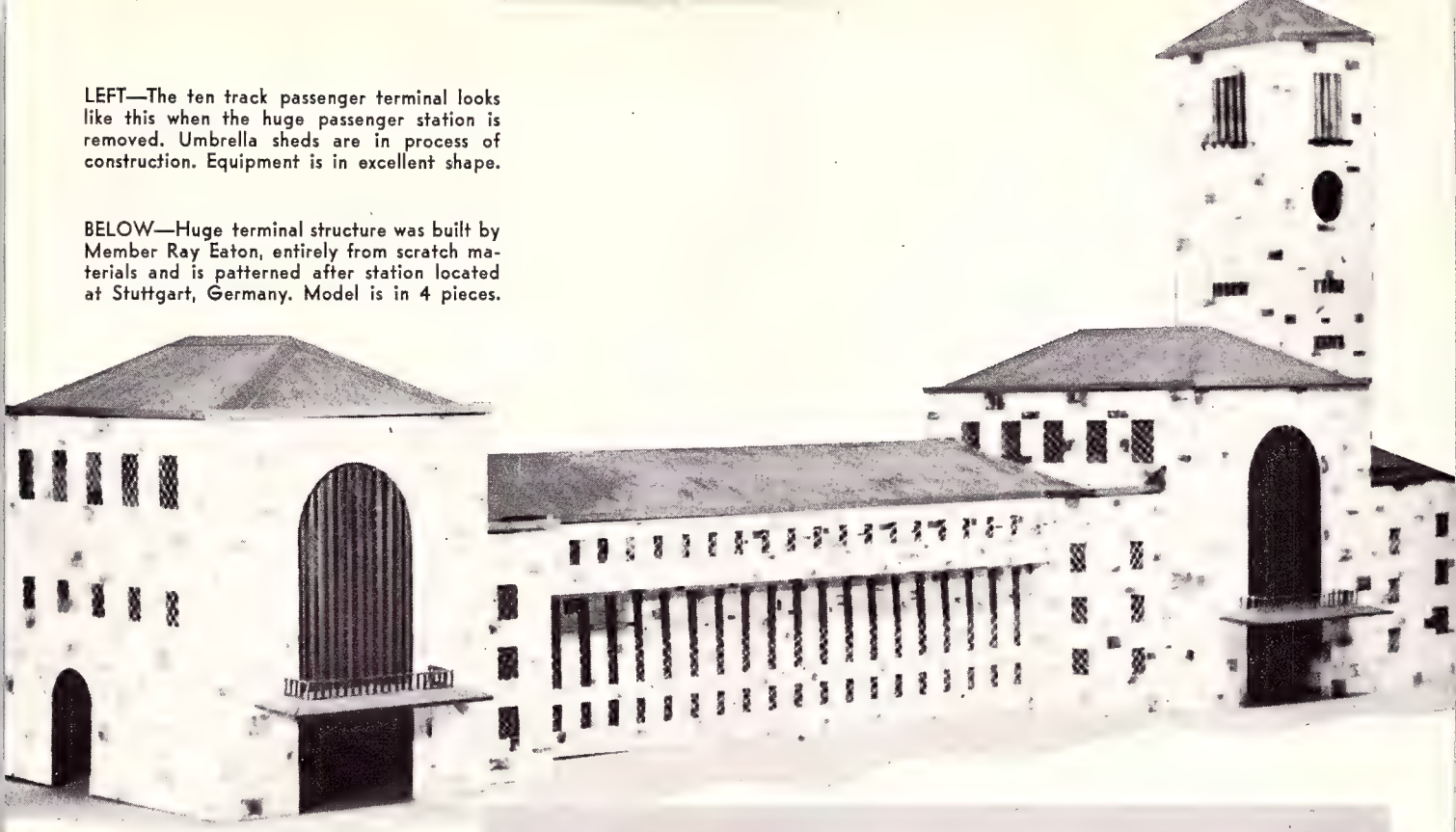
Many of the members make a specialty of collecting locomotive models and the collection of Sam Cicchini is outstanding. Sam has been collecting locomotive models for about twenty-five years and his collection is worth thousands of dollars. Most of the engines and cars operated by the club are far better than average quality, which is interesting when one considers the rigors of club operation.

The club layout is located at 325—16th Avenue, Newark, N. J., near the Newark-Irvington border, and within six blocks of the Irvington exit of the Garden State Parkway. Meetings are held every Tuesday and Friday night and the club extends an invitation to look them over. They think you'll like it and they hope you'll join.

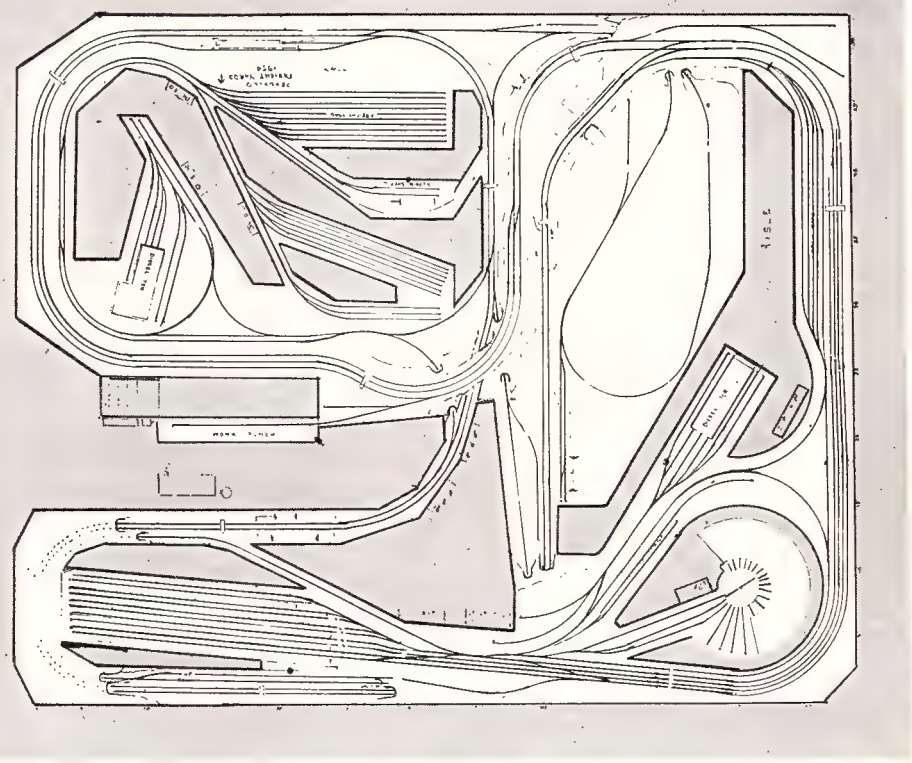


LEFT—The ten track passenger terminal looks like this when the huge passenger station is removed. Umbrella sheds are in process of construction. Equipment is in excellent shape.

BELOW—Huge terminal structure was built by Member Ray Eaton, entirely from scratch materials and is patterned after station located at Stuttgart, Germany. Model is in 4 pieces.

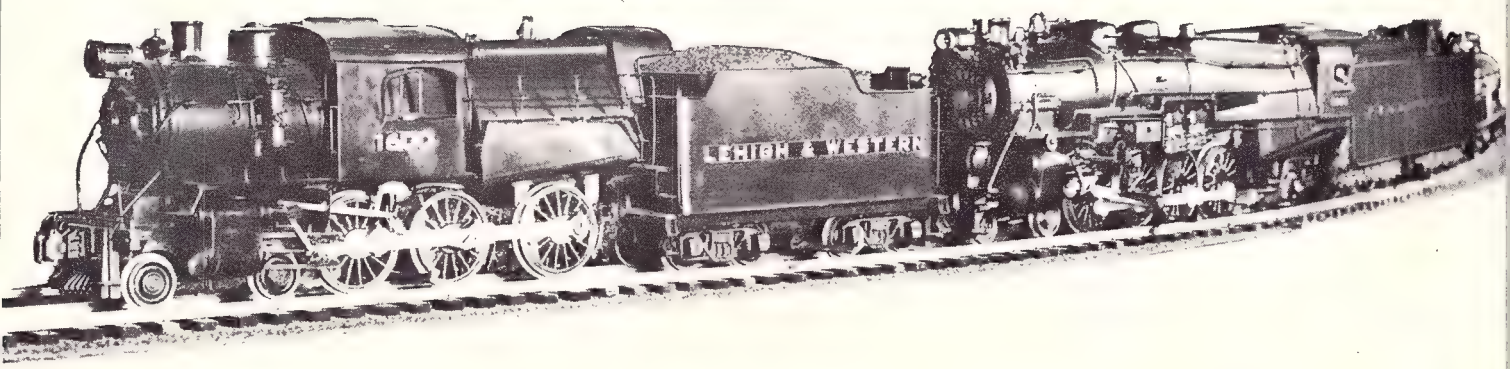


RIGHT—Small track diagram gives idea of the overall track plan. Shaded areas are work and aisle space. Some yards are still to be constructed which will boost present 7000 feet of track to well over 8500 feet.



LEFT—Jersey mosquito eye view of passenger terminal area shows prototypical spaciousness of O gauge at its best. Much still remains to be done. Trackwork provides top operation, is outside 3rd rail.

BELOW — Jersey Central ten-wheeler camelback owned by Sam Cicchini doubleheads a long drag over the mountain with a Leonard Blum 4-8-2 Pennsy M-1a, built and owned by John Mattade.



O gauge locomotives never die; they just keep rolling and rolling and once in a while tie up at a roundhouse. Can you old timers recognize engines in this photo by Saginaw, Scale-Craft, Walthers, Pierce, Lobaugh, Icken, Alexander, and others? John Mattade built the Hines 0-8-0 on the turntable, beautifully detailed for Chessie.

NEWARK-ELIZABETH MODEL RAILROAD

Reggie Smith and George Rosenfield admire a fine superdetailed Mini-Scale hudson owned by Chas. Page. George owns famed Hobby Depot.

CLUB

Charlie Kaercher lets one of the younger members climb up on the tablework to rescue a cantankerous switcher on the turntable. The members acknowledge that there are occasional stalled engines but that they're quite rare.

Most club engines get pretty grimy after a while but locomotives on the Elizabeth Terminal are continually brushed to keep dust off. All engines shown exhibit fine craftsmanship.

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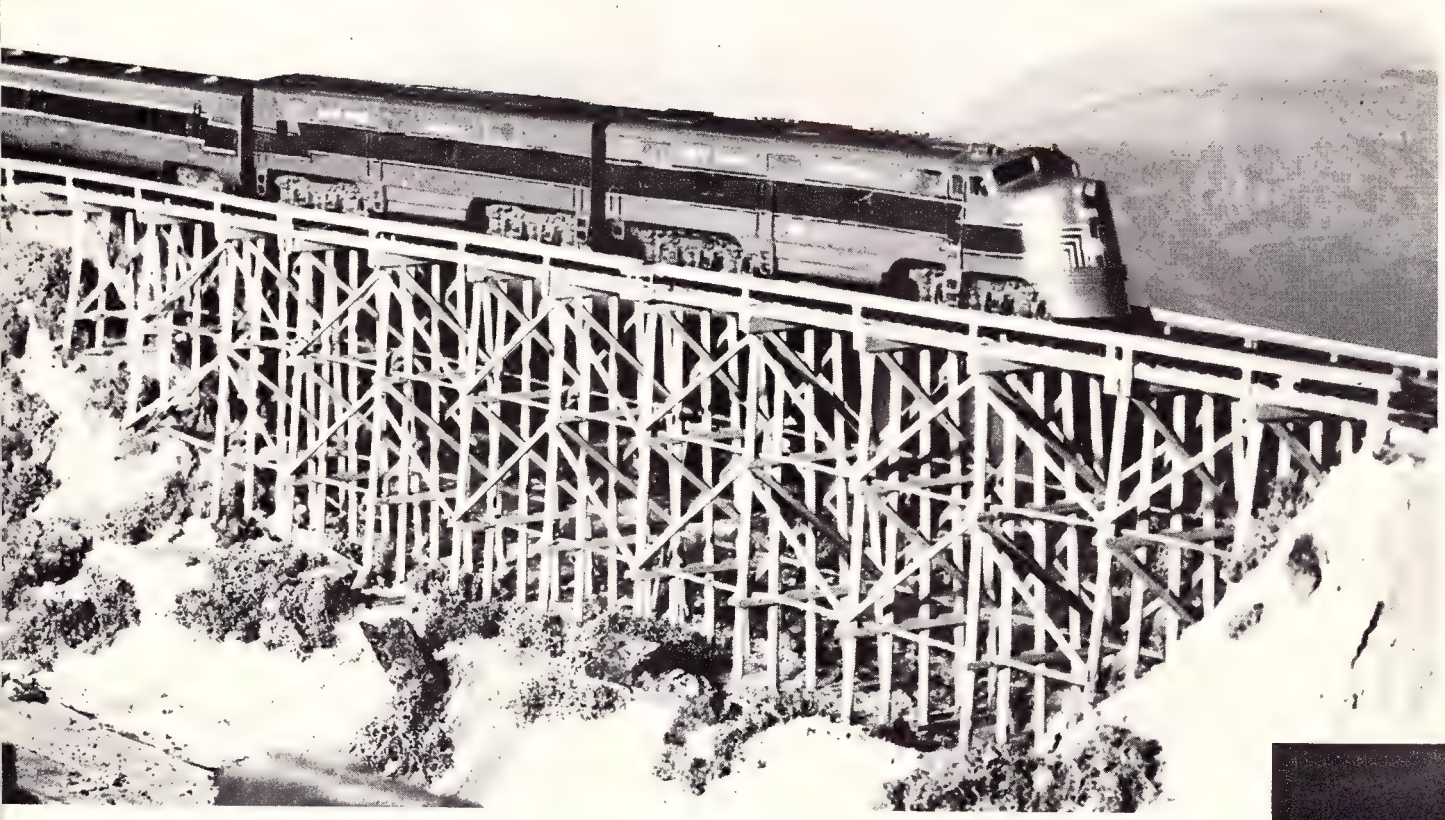
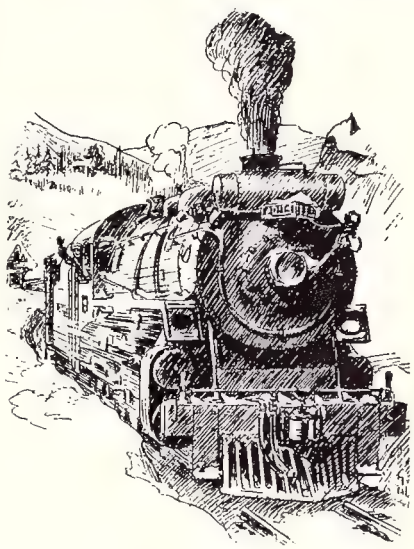


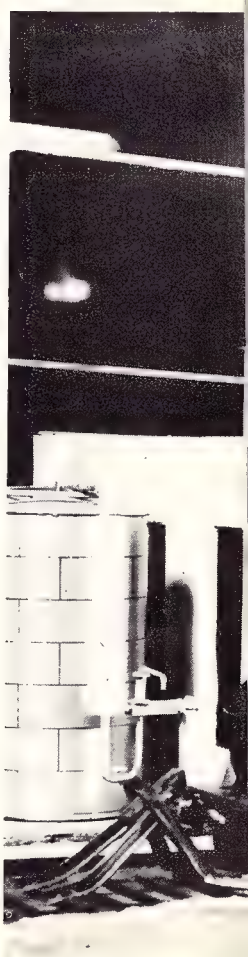
Only the combined efforts of many members can build the giant layouts such as the one built by the Newark-Elizabeth Model Railroad Club. Visit the clubs near you and see if you might not benefit from membership in such a group.

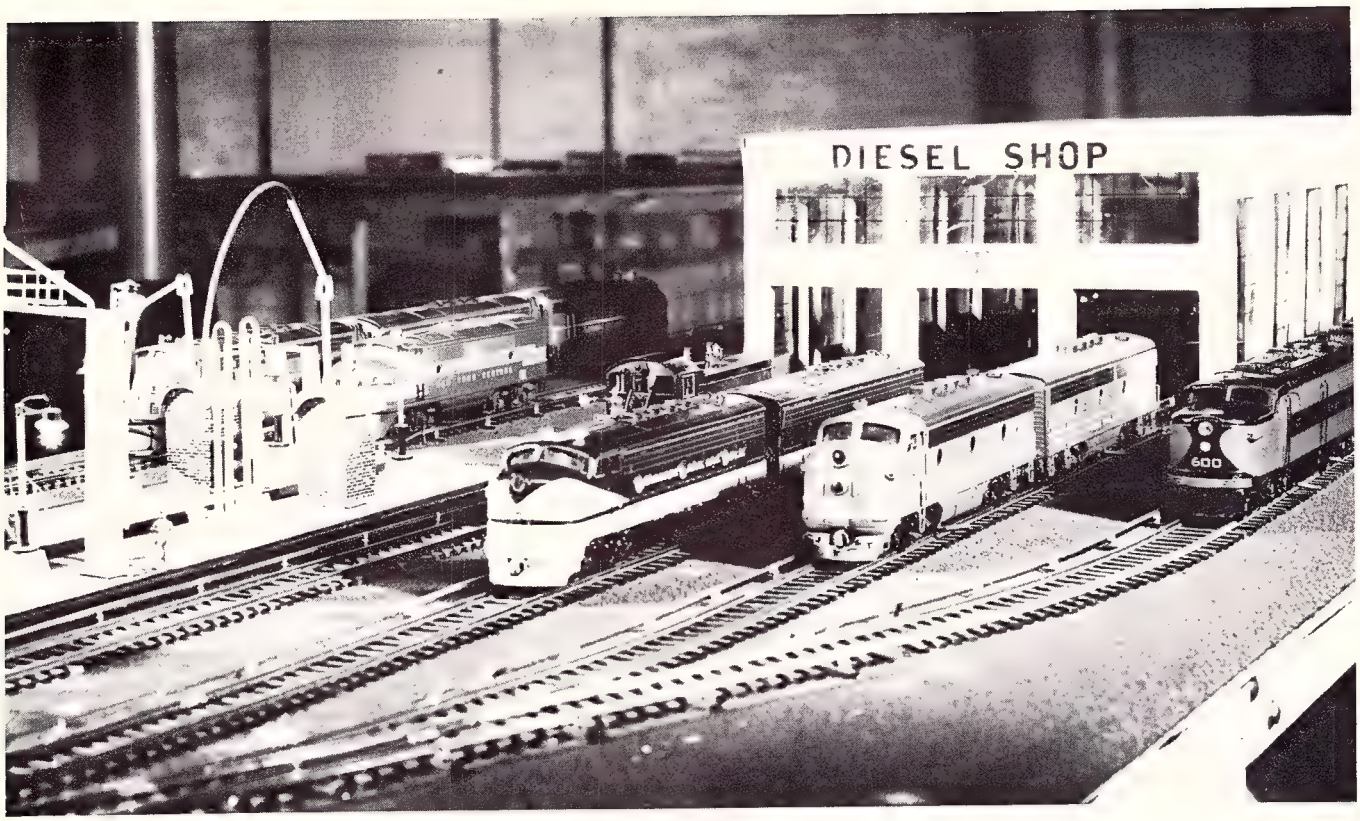


A New York Central streamliner hits a speed restriction going over this striking wooden trestle. The double unit Electric Motive passenger diesel was built up from a not too well known Siebers kit by George Rosenfield; is owned by Charlie Page. Trestle is all wood.

Diesels are plentiful on the Elizabeth Terminal, even though many members still stick to steam only. Chesapeake & Ohio is a converted Adams F-3 with Baker trucks; owned by Charlie Kaerscher, Elizabeth Director of Public Welfare. Union Valley diesel is All-Nation F-3 modernized and equipped with Lobaugh No. 2 motor for extra power. Alco diesel to right is Central Lines kit with Baldwin drive unit.

This husky Pennsy Class C-8 0-8-0 dropping off a tank car at the oil refinery is a converted Saginaw H-9 consolidation owned by club president Frank Pita, M. D. Conversion by George Rosenfield.





NEWARK-ELIZABETH

MODEL RAILROAD CLUB

PACKING TRAINS FOR SHIPMENT

by H. K. Schultz

ALMOST every modeler at some time or other has occasion to pack an engine, a car, or building for shipment via the U. S. Mail. It may be going back to the manufacturer or a service station for a check-up, it may be going to a distant dealer for a trade-in, or to another "nut" in a deal arranged through the RMC Swappers Column. In any event, it should be packed so that it has much more than a sporting chance of arrival in good condition.

A box for shipping any model should be of corrugated cardboard and should be somewhat larger than the model itself. Super-markets usually have a supply of these boxes set out for you to carry your order home in, and other storekeepers will often give you one the size you need. Most people don't want the small boxes, whereas model shippers do. A roll of three inch gummed paper tape of good diameter will cost you about a dollar and will also prove very handy for wrapping other than model packages. String? Heavy cord is of no particular value except on foreign parcels to attach the customs declaration to. Of course sealing your parcel post package with tape *requires* that you use a parcel post label (a booklet of them costs a dime at any five and ten) or write out the legend "Contents: Merchandise. May be Opened for Postal Inspection." *If* you use string and do not seal the package this legend or a label may be omitted—and it may not reach its destination safely, either.

Preparing a model locomotive for shipping means more than just wrapping it in rags or newspapers for putting in the carton. If at all possible it should be placed in an inner box, which may be of lighter cardboard, perhaps its original box. Use plenty of crumpled newspapers or Kleenex, with folded newspapers on each side inside the box to prevent damage to valve gear and hand-rails. Locomotive and tender should never be placed end to end in the same box because the heavier loco will be likely to bounce around and damage the tender. Put them in separate inner boxes if possible otherwise side by side. The tender trucks are most prone to damage of anything on a locomotive, likewise diesel dummy trucks. These should be dismounted and packed in a separate little box, but the mounting screws should be replaced in the holes. On engines, aside from slight bending of valve gear or hand-rails or minor unsoldering (on brass engines), the biggest points of damage seem to be the cab roof corners and the pilots. You can wad Kleenex and stuff it under the cab roof overhang and fill in the same way above the pilot. The pilots of articulateds sticking way out ahead of the boiler seem especially prone to being damaged.

Certain engines that are heavily weighted inside the boiler (or for instance the Winton articulated with a solid brass boiler) need special treatment since the heavy boiler can act as a battering ram and not only wreck some of its fixtures but even break through the side of a flimsy box. The best way I have found of shipping such monsters is to cut a piece of wood slightly larger than the locomotive and tape the engine to it, using an easily removable tape such as drafting or masking tape. Then it should be wedged in the box with wadded paper and other small boxes so there is no chance of it turning into a projectile while in the tender hands of the U. S. Mail. Small but easily damaged exposed parts such as trolley poles and diesel horns should be removed and placed in an envelope which should be put in with the model.

The inner boxes should each be sealed with Scotch or paper tape and tested for a minimum of rattle. Some parcel post clerks will turn down a "fragile" package if it rattled, altho you can mark it "rattle o.k.", since it is sometimes impossible to get *all* the rattle out of trucks or boxes of small parts. It is a good idea to write or stamp the name and address of either yourself or the recipient on each inner box just in case —.

Crumpled newspapers are the most easily available packing material for most people, although shredded paper or excelsior are also excellent. Various special packing materials such as vermiculite or pop-corn seem to have no special virtue except being very messy. Stuff a good layer of wadded papers in the bottom of your carton, put in your inner boxes, separately or taped together, then stuff more packing material around the edges and at the top. Two inches all around is most desirable, and by the way sometimes you can get this by putting the inner boxes diagonally in the carton. Fold the top flaps of the carton down and see if you can press them down into the box. If you can you need more packing material.

First put a good tight band of gummed paper tape about half-way around the carton sealing the top. Then a second half-way around band at right angles along the opening will seal it further. You do not have to lick all this tape, just take a sponge or have a saucer with a little water at hand and daub this on with your fingers.

Now you need to seal the edges of the flaps. Take a piece of tape about twice as long as the edge, dampen it, and fold along the edge. Wrap around the corner, then fold over the top of the corner with a little triangular fold. Do same at other end. For added security treat the bottom of the box exactly the same as the top, even if it has not been opened. Any weak places in the box should be reinforced with tape, but if the box is too beat up from several trips through the mail, do not use it at all. Put bits of tape over all old addresses, postmarks, stamps, or other markings that might confuse the post office.

Finally carefully print, in ink, or type out a parcel post label and affix to the top of the carton. Some people for added security use Scotch tape around the edge of such a label and across the address. When you take it to the post office you will probably be astonished at the amount of postage it will take, a dollar being a good average amount with insurance and all. Of course you will send the package parcel post, which is the cheapest (cheapest??) way which means that there is no letter inside. If you are sending along a letter, it should be in an envelope with its own 3c postage, taped to the outside. However unless the package is going back to a manufacturer or dealer for repairs, where you want both letter and parcel to arrive together, it is a better idea to send a notification of shipment and other data separately so that at least one of the two has a chance of getting through.

Any valuable parcel should be insured, which is not too expensive. It doesn't cost anything extra to mark the package "fragile," altho the clerk may inquire what is in the package and how it is packed if he does not know you. Personally I do not consider a die cast engine and tender fragile, altho a brass one certainly is, and so is a car, or a building. If you want the package to arrive in a reasonable time ask for Special Handling, which means that it will travel as first class mail. Special Delivery provides immediate delivery at the delivering post office. While such Special Delivery costs more, it is very good for swapping with an individual, since it shows you are pulling out all the stops. Some small dealers send all major packages by Special Delivery without any extra charge.

Shipping a building is a pretty dubious proposition unless it is strongly built or very well packed with excelsior or shredded paper. Unless it is something very special, it may not really be worth the trouble of packing and the expense of shipping. Buildings take up a lot of room as a rule.

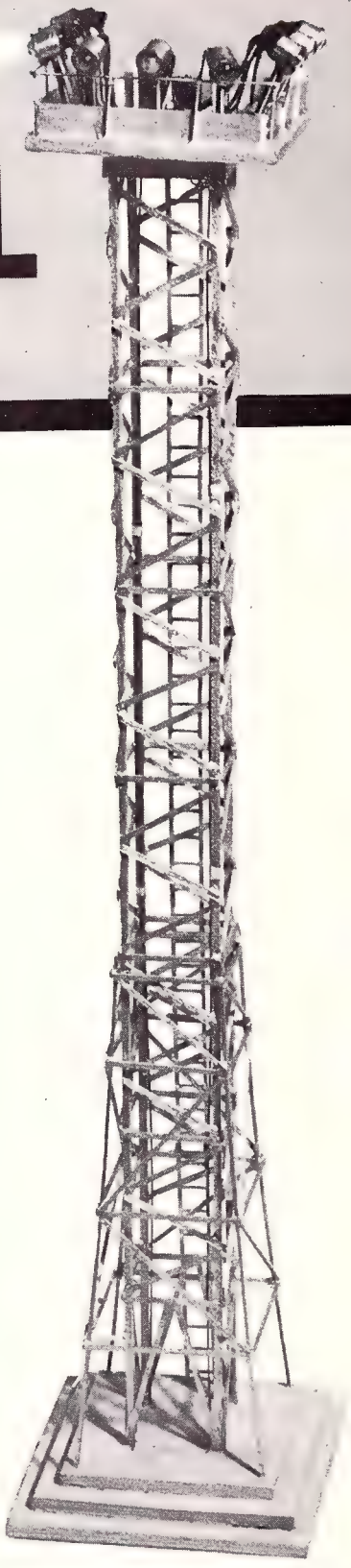
Damages to insured parcel contents should be called to the attention of the post office as soon as possible, taking the corpus delicti as well as the package and wrappings along as evidence. Some indication of the value of the model of course will be required, such as a catalog listing of the kit plus so many hours of work at so much an hour. The postal claim departments are quite helpful and courteous about filling out these forms, but putting in a claim requires both sender and receiver go to your respective post offices at least once, which sort of discourages minor claims. One may be asked to take a damaged model to a local hobby shop or repairman for a written estimate of the cost of repairs.

By careful packing, however, there will be little if any damage to models shipped by parcel post.

FLOODLIGHT YOUR TERMINAL

by Lloyd Giebner

Staff Photos



MODERN development in recent years has made it necessary for the management of our nation's great railroads to eliminate terminal bottlenecks. Brand new classification yards have been constructed. Included in this improvement program is the lofty light tower, which performs the vital function of floodlighting the yards, turning night into day—a welcome aid to night switching.

Since the majority of our model pikes have been modernized to a certain extent, I thought it would be nice for we modelers to go all out and have one or two light towers on our miniature layout. This installation would bring the pike pretty much up to date with the prototype yards.

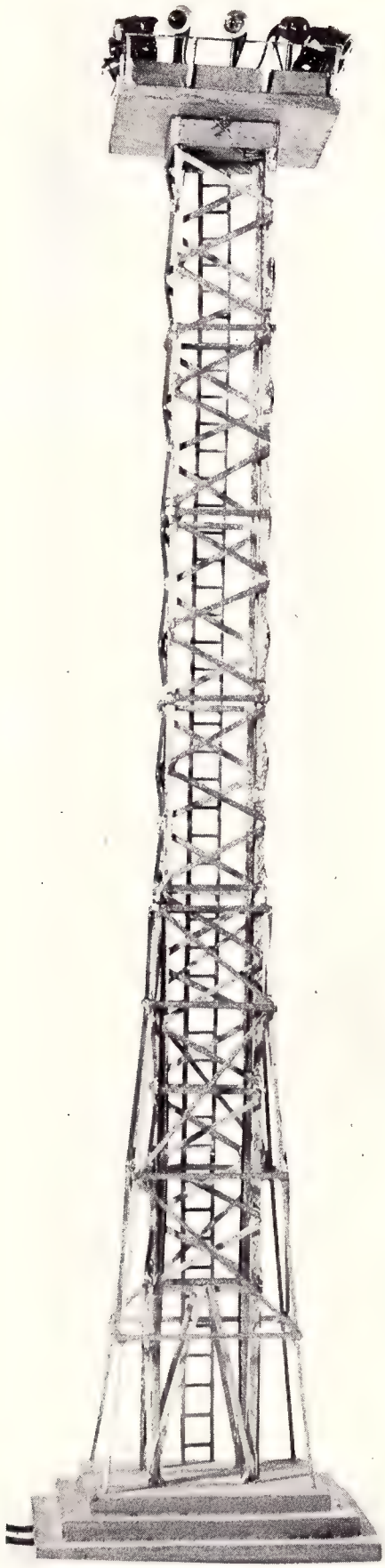
There are many types of floodlight towers, but this one was selected for simplicity and is an exact likeness of the prototype.

I can't recall ever seeing a floodlight tower for HO. However, Glenn L. Van Winkle's recent development of a tiny 14 volt grain of wheat thick lens spot light has made possible the simple construction of this light tower.

Several styles of the Van Winkle grain of wheat lamp are available in 12-14 volts. In all there are 18 styles ranging from 2 to 24 volts. The inter-

Tiny grain of wheat lamps and either wood or brass special shapes are the basic materials needed to bathe your night time operations in realistic light. You can't buy this one in kit form and it's easy to build. Start now.

Grain of wheat lamps are now available with a metal collar and thick lens, making them ideal for headlights and spot lights. Lights are mounted for easy replacement if needed.



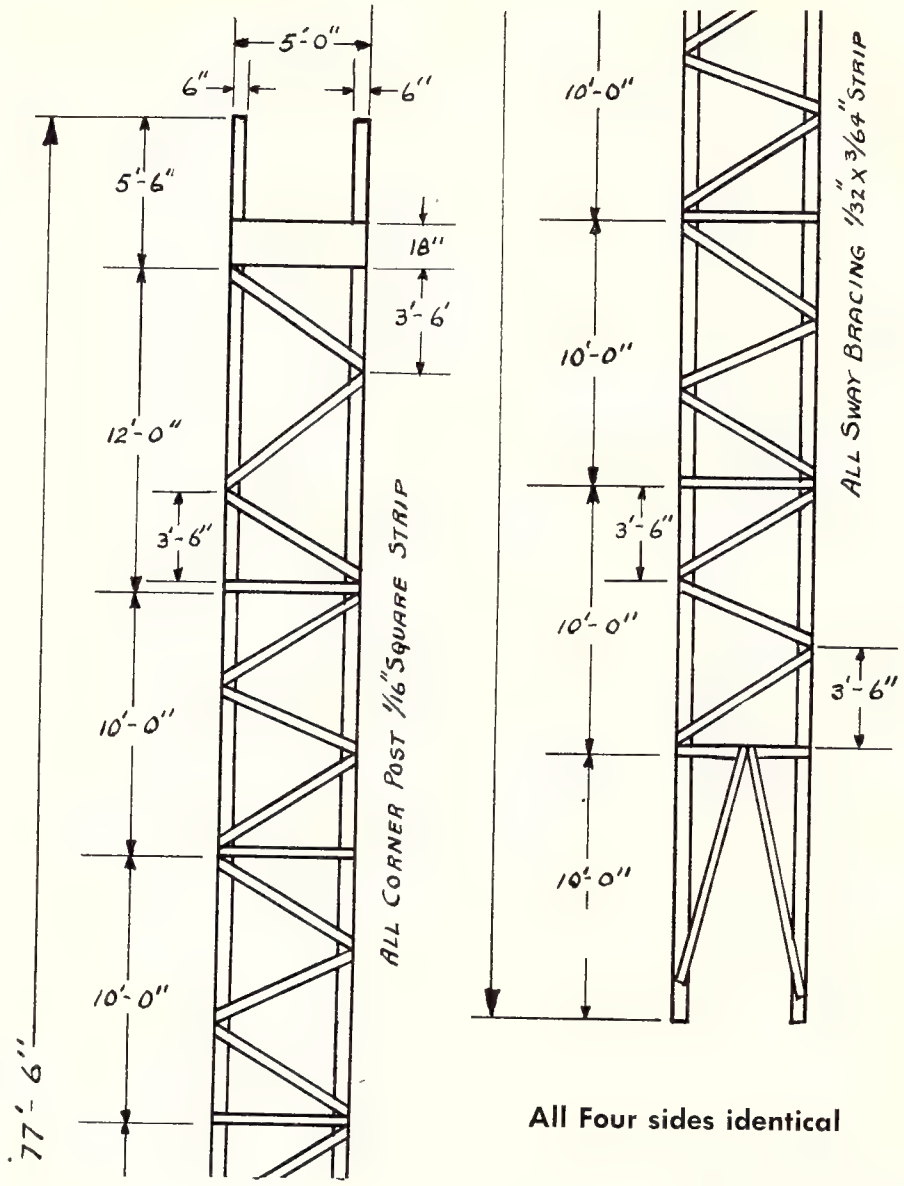


Fig. 1 All drawings full size HO

esting part of the improvement is that a smaller grain of wheat blub has been encased in a brass collar for easy mounting of locomotive headlights, floodlights and spotlights. These wonderful lamps are also available in red, green and yellow, especially designed for marker, classification and signal lights. See this new item at your hobby shop. If he can not supply, then order direct from Glenn L. Van Winkle, 249 South Pugh Street, State College, Pa.

The type light used for this light tower project is called "the mounting type with a small screw threaded in the brass collar." The plan calls for nine of these spotlights. Order a dozen which will give you three spares for replacements.

For a longer life of these tiny spot lights, I burn them on ten volts, the tower lights up the entire layout. To control the voltage I set an MT-40 Ohmite rheostat in the line between the tower and the power plant. You may have a better method of voltage control. If so, use it.

The tower is made up entirely of Northeastern bass wood and is surprisingly strong and durable. It is designed in such a manner as to make burned out light replacement very easy. A few tips for the metal boys. You know! Some of my friends wouldn't think of doing a model of this type in wood. It just has to be made up of metal shapes. In that case, brass shapes such as angles, channel H columns and the like are at your

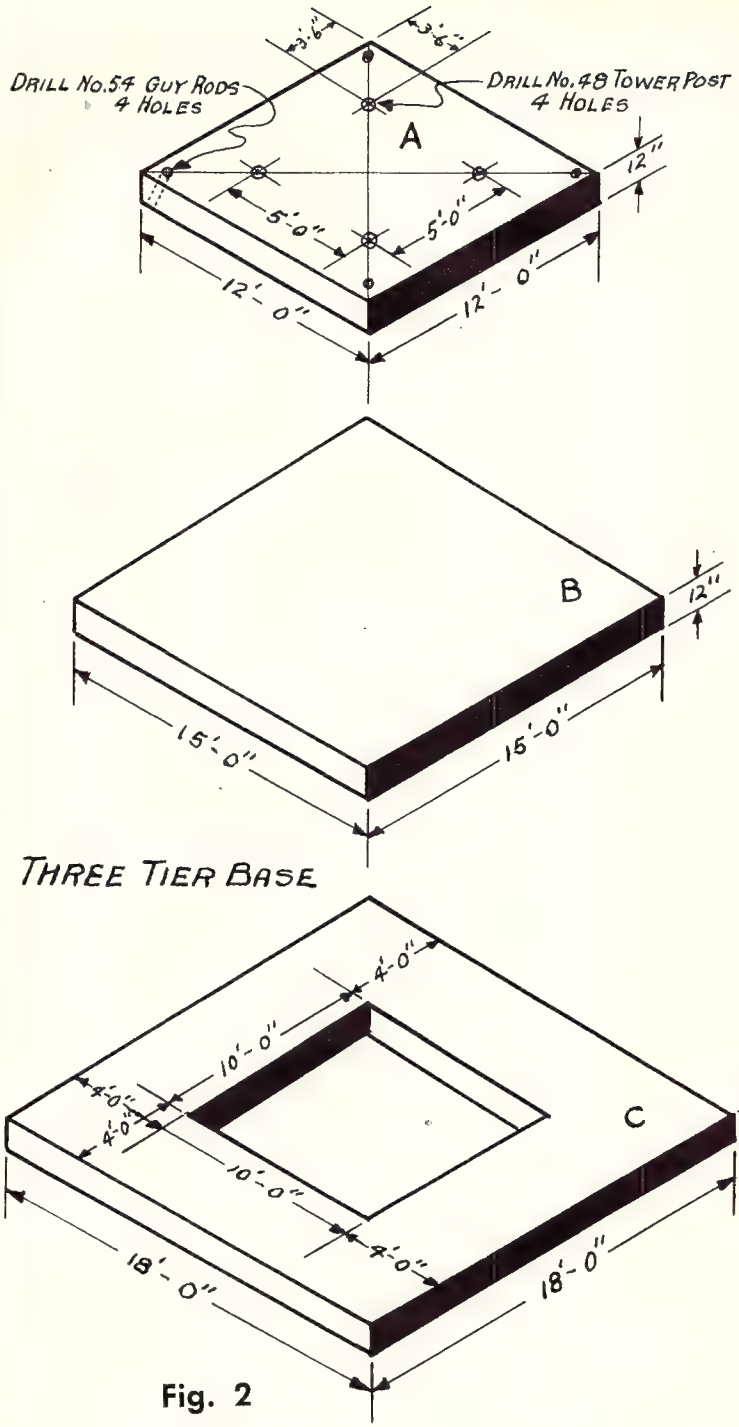


Fig. 2

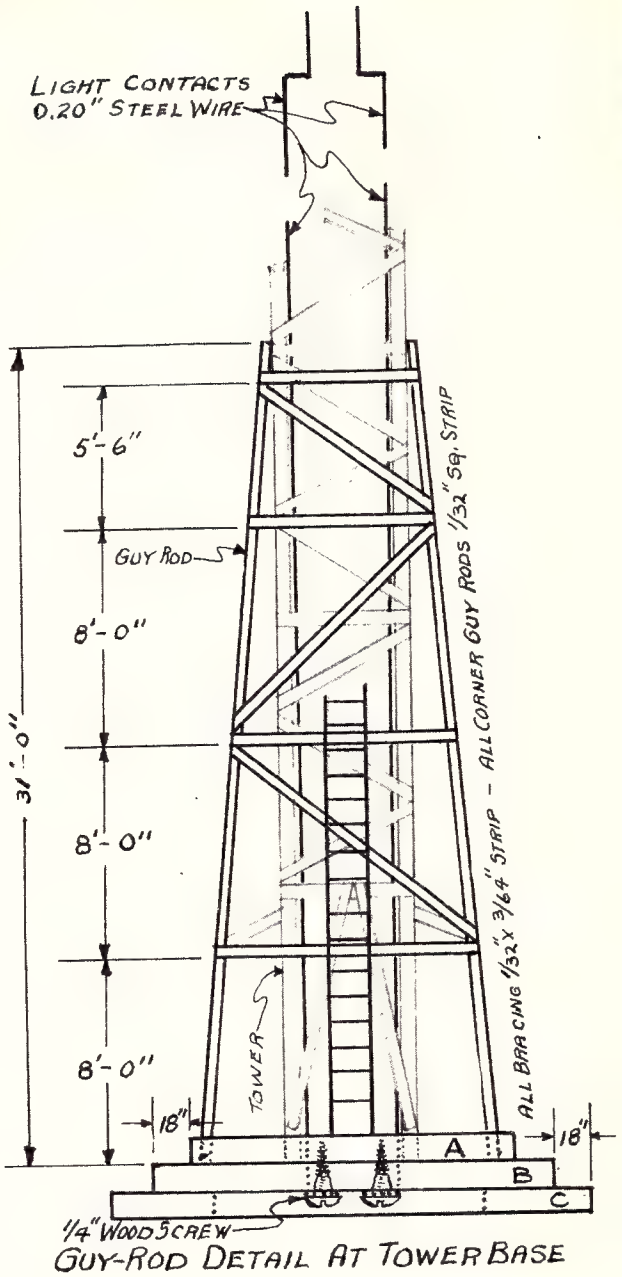


Fig. 3

dealer, too. They're made by Special Shapes Co.

Here's something else to be considered should you construct the tower of metal. The contact light wires which run from the base up to the top light deck will have to be insulated wire and the entire light deck must be of wood. At least that is the way I see it. You may have other ideas, but remember you just might have to replace a burned out light occasionally.

Honestly fellows! My intention was to do this construction project in structural shapes of brass. However, the time allotted for me to do an article is limited and I am quite positive that there is enough datum for you metal workers to come up with a swell looking floodlight unit using your own judgment as to the size of materials.

The dimensional drawings are in feet and inches to fit all gauges. Whatever gauge you are working in use your scale rule to fit your gauge, using the given dimensions.

Sheetwood used for the top light deck and the three tier base have been omitted from the materials list, as I figure you should have a few pieces of the required sizes in your scrap box.

The partial list of Northeastern scale lumber and miscellaneous material is for wood construction only.

Construction

Fig. 1—Make up two identical sections according to dimensions as illustrated in this figure. First cut the corner post, then cut the 5'-0" tie strips in place. The zig-zag sway bracing is cut to fit in between the tie strips. Cut all sway bracing and add accordingly. Set the two sections aside to dry.

Fig. 2—Cut all three pieces comprising the base according to dimensions and finish component "A" and "C" according to specifications. Now paint part "A" (top and edges only) concrete color, when paint has dried glue both of the tower sections opposite each other in the four tower post holes of part "A". Then add the tie strips and zig-zag sway bracing to the other two sides of the tower, allow sufficient time for this part of the construction to dry. DO NOT add part

"B" and "C" at this time.

Fig. 3—Cut the four guy rods according to dimensions, push one end of the guy rods in the guy rod holes in part "A," glue other end of the guy rod to the tower as indicated. Glue all bracing to guy rods according to detail, all four sides identical to illustration. Now add part "B" and "C" of Fig. 2, completing the base; paint concrete color.

Adding the Ladder

The ladder can be added at this time. Run it from the base to the top edge of the 18" tie strip on the outside of the tower, place small pieces of strip behind ladder to tie strip so that ladder will stand out from tower frame work. Paint tower aluminum. I suggest you use "Dope Silver," being careful not to get any silver on the concrete base. DO NOT add the light contact rods at this time.

Fig. 4—The make up of this light deck must be precise, therefore enumerate. Using a scrap of 3/32 inch thick sheetwood, cut the deck "A" according to plan. Draw lines from one corner to the other on the deck as illustrated and drill holes as directed at the indicated points. Before you drill the No. 14 holes, add the 4'-6" square block to the bottom of the deck as illustrated in drawing "B."

The Deck Railing

Deck Railing "B"—There are 16 No. 76 holes in the deck, two are for the grab iron. In the remaining 14 holes push in fro mthe bottom of the deck ½ inch modelers (No. 8 bank pins) pins and clip off the pointed tip. Glue typewriting paper to bottom of the deck to hold the pins in place. Shape 0.20 inch steel wire (starting and ending in deck) for the railing and solder it to the points of the pins.

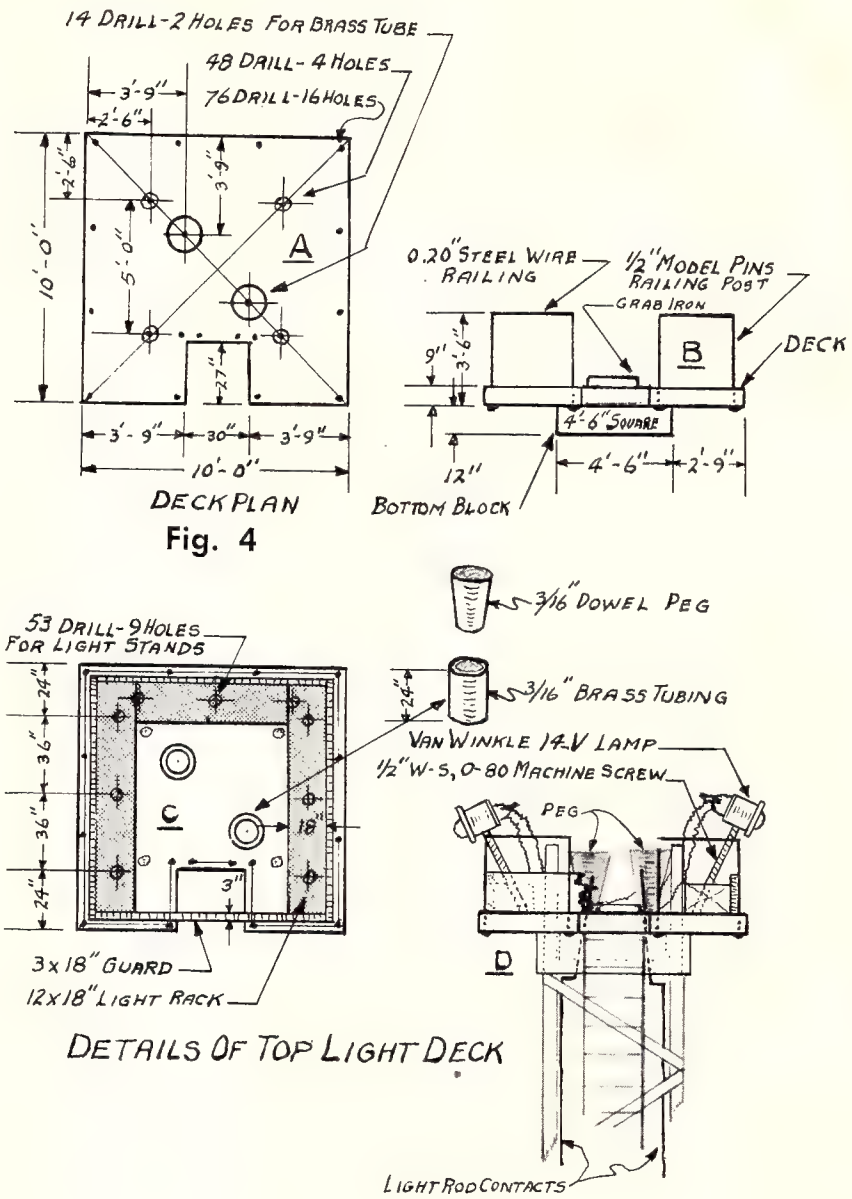
Guard and Light Rack "C"—Add the 3 x " guard board first. Then fit-glue in the light rack pieces and drill the No. 53 light stand holes (at the angle shown) according to detail. Cut the 3/16 inch brass tubing to size and glue in location. Shape the 3/16 inch dowel pegs to fit into the brass tubing. Paint deck silver. Van Winkle Lamps "D"—Cut heads off the ½ inch long 0-80 W-S machine screws and file each end, removing point or burrs on the screw. Remove the small screw from the brass collar of the Van Winkle lamp and replace it with the ½ inch 0180 screw. CAUTION: DO NOT screw the 0-80's in too tight as you will run the risk of damaging the grain of wheat lamp. Cut off all pig tails, leaving about a two inch length on each lamp. Skin about ½ inch of the cotton insulation from the end of each pig tail. Cover with 410 M Plasticate or Ambroid cement the protruding rear end of the lamp and the insulation on the pig tails. When Plasticate has thoroughly dried paint with black enamel. The black paint is used to block out light at the rear of the brass collar on the lamp. Allow paint to dry. Try fitting the deck on the tower posts a few times so that the deck holes will be in line with the posts.

Mounting Lights "D"—The light stands (0-80 screw attached to lamp) are pressed into the No. 53 holes on the deck at about the angle shown in drawing. Fit one pig tail of a lamp into one of the brass tubes and the other pig tail into the other brass tube. Do all lamps the same, then press the pegs into the brass tubes to hold the wires in place.

Light Rod Contacts

Installing light rod contacts—Refer to Fig. 3. The idea here is get power to light deck and to do this cut two pieces of 0.20" steel wire eleven inches long. Shape the top part of the wire (which fits into the brass tubes) first as illustrated, then drill two No. 76 holes opposite each other in the base as close to the tower post as possible. Slip the 0.20" steel wire down through these holes and make a loop or eyelet for the ¼ inch screws as illustrated. The wires from your 12 volt power source is attached to these two screws.

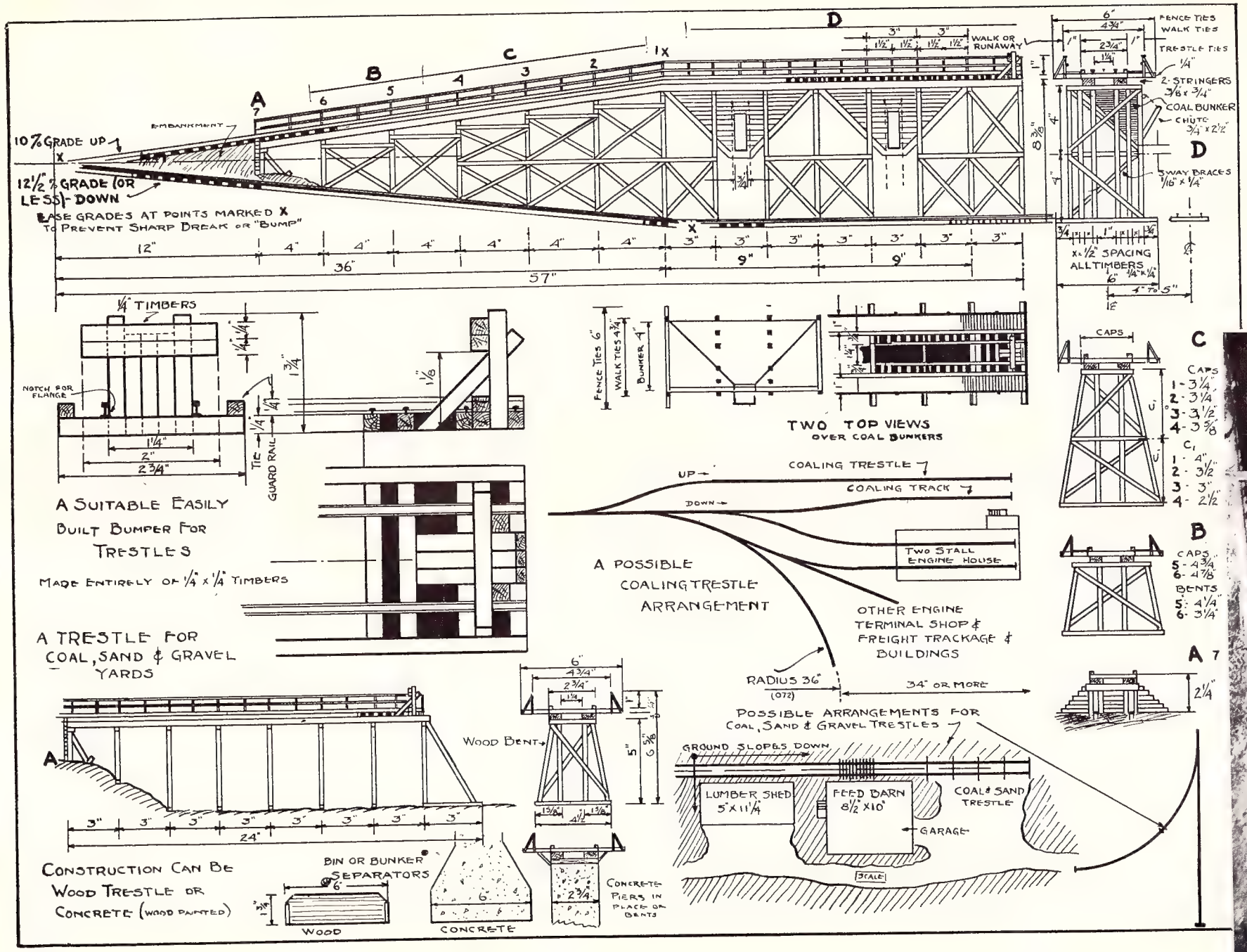
I know you are anxious to see this baby lit up, so! Remove the pegs from the brass tubes, slip the deck in position on the tower, guide the light rods into the brass tubes and replace the pegs. Now turn on the power—WOW!lights up the entire layout.

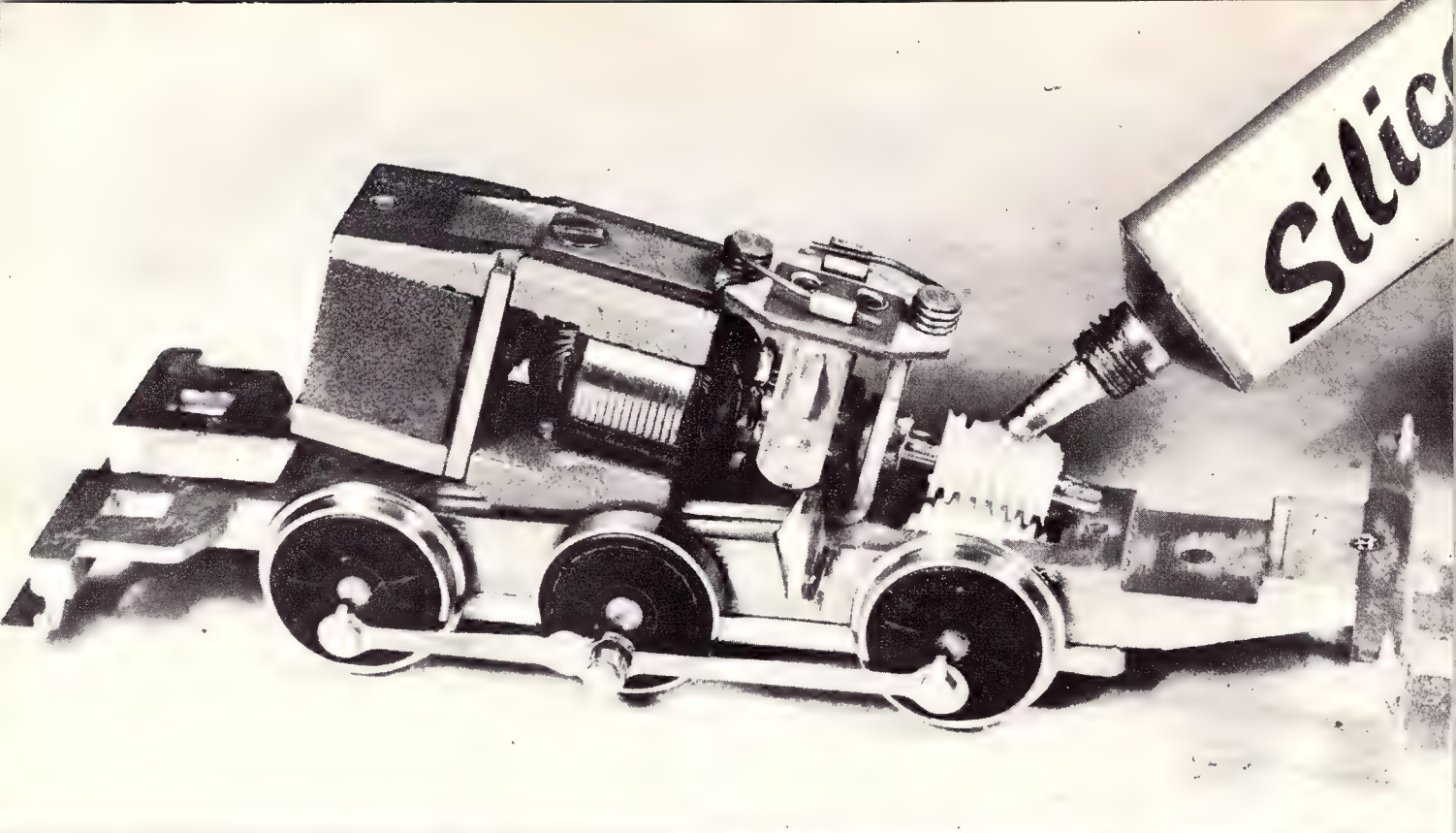


MATERIALS

2 lengths 1/16 x 1 16" stripwood
1 length 1/32 x 1/32" stripwood
4 lengths 1/32 x 3/64" stripwood. this 3/64" size is a new addition to Northeastern scale lumber.
1 length 1/32 x 3/16" stripwood
1 length 1/8 x 3/16" stripwood
30 inches—0-20" steel wire
2 1/4 inch wood screws
9 Van Winkle lamps, mounting type with screw
9 W-S 1/2 inch machine screws 0-80.
Small piece 3/16" tubing and 3/16" wood dowel
1 tube ambroid liquid cement
11 inches stamped aluminum ladder

COAL TRESTLE





MOTOR SERVICING

Staff Photos

by John Kemp

THERE are thousands and possibly millions of permanent magent type motors in HO gauge service—and a few of them inevitably *out* of service, in need of repair. While "motor servicing" or "motor repair" sounds like a tough job it may not be, particularly since these little permag motors do not have a wound field and have an armature with comparatively few poles compared with the larger inlustrial motors.

If a motor is in a new, untampered kit in a hobby store, you have a right to assume that it is good. It has been checked by the manufacturer of the motor and also, perhaps not as thoroughly, by the manufacturer of the kit. Occasionally new motors may not perform satisfactorily, but this is usually due to small amounts of rust forming on the shaft, inside the bearings, or maybe on the armature itself, during its trip down the pipeline from motor-maker to kit maker to jobber to dealer to you. While steps are taken by motor makers to inhibit such rust, the shafts and armatures have to be steel and so once in a while some rust cannot be avoided. Formerly imported motors were great rusters, owing to the long salt water voyage, but better packaging has all but eliminated this trouble of late. To remove rust, remove armature and set it up in a drill chuck, preferably an electric drill in a stand, and polish the rust off—it won't be much—with crocus cloth or very fine emery cloth. A little oil on the part will inhibit further rust—in the case of an armature just wipe with an oily cloth.

But due to mishandling in the assembly of a kit or to natural wear and tear, a model motor may act up. Is it burnt out? A motor seldom burns out completely, but one or two segments of the armature do. The result is that the motor fails to start, even when jockeyed back and forth. However when you push the armature over a little by hand, it will start and will seem to run nicely (though with reduced power). The next stop may leave brushes energizing a good armature segment with the result that the motor will start. Next time it may not until it is pushed. Direction has nothing to do with it. If you will mark the armature pole that is on a given side when the motor stalls (use a pencil) you will doubtless find that it is the same one or ones each time.

Armature Windings

Very often the "burn out" will be that the twin wires from the armature to a segment of the commutator have melted their solder and come loose, hence no connection. It is possible to resolder these wires to the commutator, but use a tiny dab of flux, then spot some oil or graphite on the commutator nearby so the solder won't run there, then do the job with a very hot iron so you can do it quickly lest the heat ruin the windings or the commutator. The motor (if an open type) need not be disassembled for this job, though the brushes will have to be removed. If the break in the armature windings is concealed back *in* the windings, you will have to replace the armature entirely with a new one obtained from a hobby dealer or direct from the motor manufacturer. Even if you solder the broken lead again to the commutator there is a good chance that you will soon have to replace the armature anyhow eventually unless the reason for the burnout is found and corrected. The solder job you do is seldom as good as the one done at the factory. New armatures are reasonably priced and make motor like new.

Why Burned Out Motors?

What causes a motor to burn out? Overheating caused by too much of a load or some other defect is usually the answer. A binding siderod on a steam engine, or improperly meshed gears in a diesel (to name just two causes) can set up enough additional friction to overwork and overheat a permag motor in a model train which after all has but 1 flea-power, comparatively speaking. If an engine is stalled and the wheels do not slip (as will happen when side-rods or gears jam), and power is left, on, the motor cannot revolve and electricity courses through the armature segment until its tiny wires overheat and melt. One motor burnout on a Bowser articulated was traced to so simple a cause as this: side-rods on one engine had been incorrectly assembled with the result that in forward motion they would tighten one crank-pin screw down on themselves and make movement so difficult that the motor finally gave up the ghost. Funny, when same engine was run in reverse, crank-pin screw would be untightened just enough to make it run freely. Perhaps you've seen or read how a Hobbytown passenger A unit will have all four trucks on an A-A combination powered by a single DC-91 (really an O gauge) motor. An attempt by one armature to power all four trucks of a Varney A-B diesel with a single DC-60 motor caused that to quit, simply because it did not have the power for such a job.

The motor may stall, not for any reason connected with the engine, but from a metal chip jammed between armature and pole-piece. This can usually be backed out if detected in time. When you have your engine apart check the magnet before putting the superstructure back on to be sure no little screw, spike, or metal fragment is adhering to it, even in what is for the moment a harmless position.

A motor should really be removed from its engine, or at least thrown out of gear somehow, for testing. Al Pittman, who designed and now makes a large percentage of all the HO motors in use, recommends the use of an ammeter with not more than 3 amps range for detecting wrong motors. He says, in an article in a trade magazine, to hook the ammeter in the line with a couple of test clips and turn power up so that not more than 12 volts is fed to the free running motor. The motor should then not more draw than 3/10 of an ampere. Of course when a load is applied, this will increase, but should not go past the amperages given in the motor tabulation in the April '55 RMC.

Sluggish Motors

Sometimes a suggish motor may be due to bits of carbon having worn off the brushes and lodged in the spaces between the commutator segments, giving a sort of half-hearted short circuit. These slots may be cleaned out gently with the point of a pin and any slight roughness of the commutator removed by a strip of fine sandpaper. Another cause of a sluggish motor may be a weak mag-

Learn the basic causes of motor failure and you'll save yourself a great deal of aggravation. Many conditions are easily corrected by the modeler with a minimum of parts and time.

net. Some motors built during the early days of World War II had inferior quality magnets which would not hold a charge, but all of these we trust have now been junked altho they helped at the time. A magnet may be partially discharged and yet not show it; that is, it will still pick up bits of steel. It may happen from a sharp blow or from excessive heat. There is some controversy whether leaving a magnet lying around minus armature and without a steel "keeper" across the poles will cause it to discharge. A weak magnet in a motor will cause it to run sluggishly and hot and may eventually result in a burnout. If you have eliminated other causes, this must be it. Return a weak-magnet motor to the motor maker for recharging. Or if you are in a hurry look up a magneto repair service and see if they will pep the old motor up.

Short Circuited Motors

A motor that short circuits (i.e., ammeter needle goes all the way over) can have several causes. Possibly the wire from the "hot" brush has gotten insulation pushed back and is contacting the rest of the motor, or maybe the hot brush itself is grounded. On DC-60 motors, sometimes the brush springs will hit the little brass squares which stick up in front of the magnet (when brush mounting is slewed around), resulting in a short circuit. Again a brush that is nearly worn down to the nub may contact the motor frame, resulting in a short circuit. Certainly anyone who operates several locomotives with the same kind of motor should have a set of extra brushes "in stock" for that motor. It is a small investment for the annoyance the lack of new brushes can cause you. Brushes incidentally should be curved to fit the commutator. While they will wear in, in time, if they are not already curved when you get them, you can do the job yourself with a needle file and some care.

Most Pittman motors disassemble by loosening the rear screw, turning the front piece 90°, and pulling out front bearing, armature, and all. The brushes may be left in place if desired, although it is neater to remove them. However the DC-62, DC-80, and DC-92 are constructed with the front bearing riveted to the pole pieces, so these must be returned to the motor maker for replacement of armature should that be necessary. Incidentally, worms or gears may be removed from motor shafts in two ways. Metal gears are usually soldered on, so the old soldering iron must be used to melt the solder while a pair of tweezers slid behind the gear can be rocked to work the gear loose. A nylon gear is held on by a knurling on the shaft and must be pressed off. Usually if you hold the gear with tweezers or a piece of slotted metal behind it and tap the end of the shaft with a light (and I mean light) hammer, it will work off. Never hammer on the end of a shaft while the motor is held solidly or you will mushroom the other end of the shaft, resulting in a poor running motor that you will have great difficulty in detecting.

Lindsay motors tend to run slightly warmer than other makes since they are enclosed. When checking a Lindsay power truck it is a good idea to remove the drivers so that you have only the motor itself to check. The brushes must be removed from a Lindsay motor before disassembly. And when re-assembling, sometimes a little juggling is necessary to get

MOTOR SERVICING

from page 41

the armature centered in the magnet. Don't forget to put back that little brass screen at the bottom of the power truck magnet or you may jam the armature up with the first loose spike you pass over.

Are Your Gears OK

One particular lot of power trucks made several years ago caused a lot of grief with the brass gears on the driving axles being prone to split, thus stalling the truck. One dealer I know checked all of his one spring and found them o.k. Next fall a recheck showed that one or two of these gears had split while sitting on the shelf! The manufacturer of course adjusted this satisfactorily. Recent productions has not shown this trouble, which is not essentially a motor but rather a gear trouble.

A motor shaft may be bent by accident, resulting in erratic meshing of the gears. This may usually be detected by noise, by observation, or, at least by turning the armature over by hand while observing the end of the shaft. This bent shaft trouble should really be corrected in a lathe, but several fellows I know manage it by judicious taps with a very light hammer.

Excessive end-play should not be tolerated in a motor. All motors contain little washers to limit end play, but should additional washers be needed they can usually be made from a tiny open loop of copper wire which is pinched around the shaft with tweezers just where it is needed. On an open motor, these can be put in place without dismounting or disassembling the motor. Excessive play allowed in a closed motor such as a Lindsay may cause the armature to strike the end castings, while in an open motor such as by Pittman, it may cause the brushes to run against the commutator ends, giving enough additional friction to make a poor running motor.

Certainly a model motor should not be expected to turn over any collection of wheels that cannot be easily revolved by hand. That is why kit assembly instructions always specify that the drivers of a steam engine should be checked for freedom to revolve first without rods, then with rods, then with main rods and crossheads, and finally with the valve gear (added one side at a time.) That way what causes a slight bind which would disable the motor can be spotted in time.

Brush tension is correctly adjusted at the factory and should not need changing. However on an old motor, it may have been tampered with. A slight increase in brush pressure may increase speed and power, but again may lessen it. The reverse is true with lessened brush pressure. Slight changes of brush pressure may be tried out with the fingers or with tweezers.

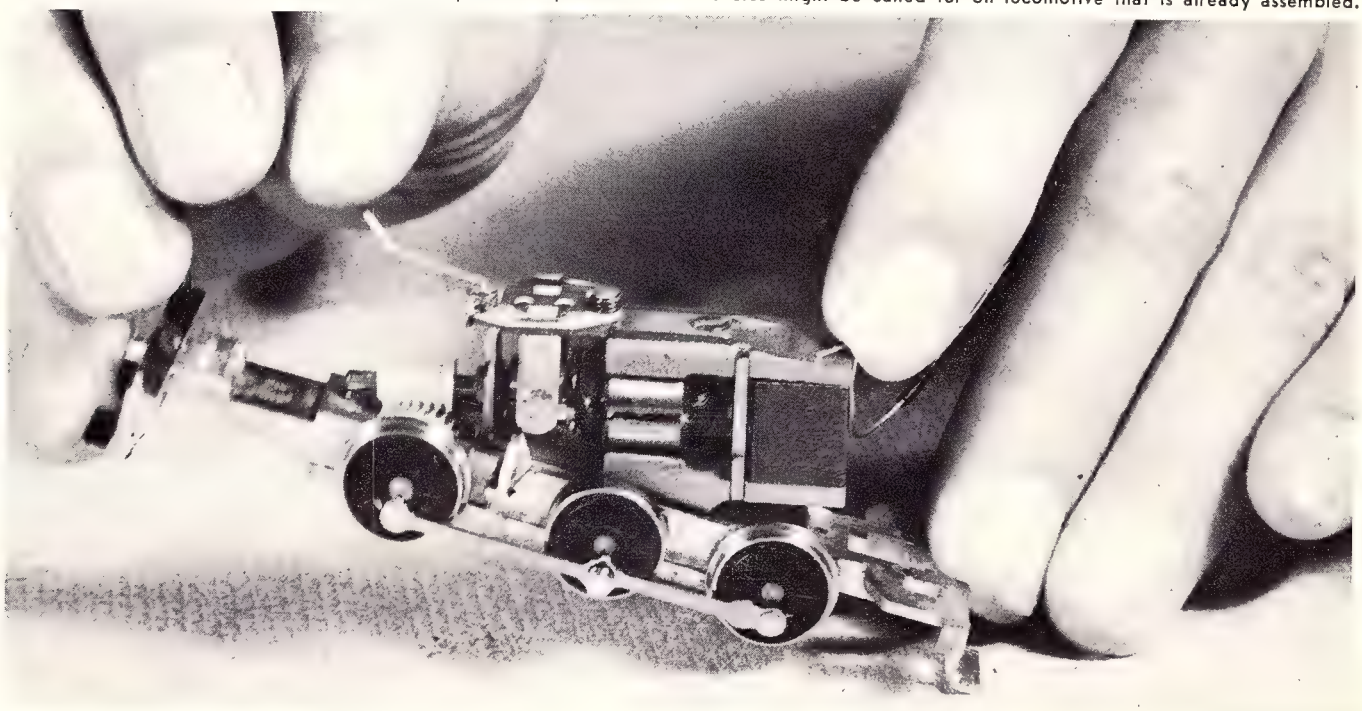
Changing the "hot" brush from one side to the other (and the grounded brush moved correspondingly) will reverse the movement of the engine for a given polarity in the track. So will changing the insulated wheels from one side to the other of the engine and tender. So will reversing the magnet.

Lubrication

Don't forget lubrication. Many a poorly running engine can be traced directly to lack of lubrication, particularly on the motor bearings where speed is highest. Some motors have little felt wicks around the bearings at each end of the shaft which should be saturated with light oil. Others have so-called oil-less bearings, which require an occasional drop of oil. Don't forget to oil other bearings such as the separate worm bearings on the Mantua General, Pacific, and Mikado, and those on the Bowser engines. Of course wheel bearings should be oiled. Oiling of crank-pins and valve gear points is a matter of controversy. Over-oiling of a motor is usually condemned, but the result as a rule is just a cloud of smoke which smells like burning oil, not like burning insulation, and will soon be over.

Not all sluggish engines can be traced to poor motors or even defective running gear. One classic case I saw was a steam engine which had been gone over by several alleged experts, including its owner. The cause of its erratic running finally turned out to be paint. When the tender had been sprayed, the truck rubbing plates had also gotten a coat. This together with the black on the top of the truck bolster inhibited flow of juice from tender wheels to tender to engine. Filing these two points shiny bright cleared up the poor running.

Testing the motor of a brand new locomotive kit is standard procedure at every step involving additional strain on the motor. Do not go on to the next step in the construction until the previous operation is performing smoothly. Here the motor is being tested on a new Little Six to see if worm and gear are meshing properly. Similar testing in reverse might be called for on locomotive that is already assembled.



South Shasta Rings The Bell

by G. A. Humann

IT was September 1948, and a beautiful ¼ inch scale Ten Wheeler rolled out of our South Shasta shops. It was a proud moment as we had built her ourselves—our first. She took the number 2348, the 23 for the Southern Pacific Ten Wheeler series and the 48 for the year built. Her lettering, of course, was South Shasta Lines. Over the years I built other engines, including an Atlantic No. 3053, numbered in the same manner as 2348. And of course cars, scenery and everything else that goes to making a railroad in replica of the Shasta Division on the Southern Pacific.

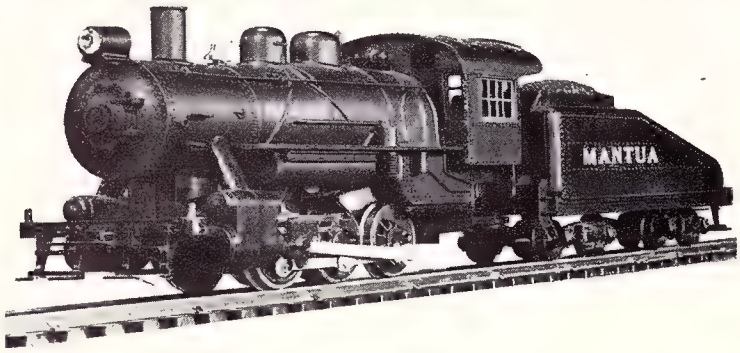
I was always looking for the prototype engines, with the same numbers as those I had built for the South Shasta, so it is not surprising to learn our vacations were always spent near railroads. Last summer was no exception. No round house was passed without thoroughly inspecting its premises. And if steam power was in evidence, then the cameras came into use. In due time, inspection was made of the Southern Pacific round house at Sparks, Nevada. Two of the large cabforward locomotives were under heavy repair. A third engine, a small one, was also at first glance thought to be undergoing repairs. However, this was not true, it was being dismantled. To my astonishment it was No. 2348, the Ten Wheeler I had been looking for all the time. As I looked over the locomotive, once a mountain of strength, my gaze fell on the bell. Instantly an idea clicked. The bell was something of this locomotive which could be salvaged, would keep its memory and be a tribute to the model also.

I then wrote to the officials of the Southern Pacific. After some correspondence with Mr. Ingram, an assistant to the President of S.P., word was received that if the bell was not already spoken for, it would be sold to me for $35. f.o.b. Sparks, Nevada. Another letter a few days later confirmed the sale.

Continued on next page

G. A. Humann, son Paul, and the bell from No. 2348.

YES



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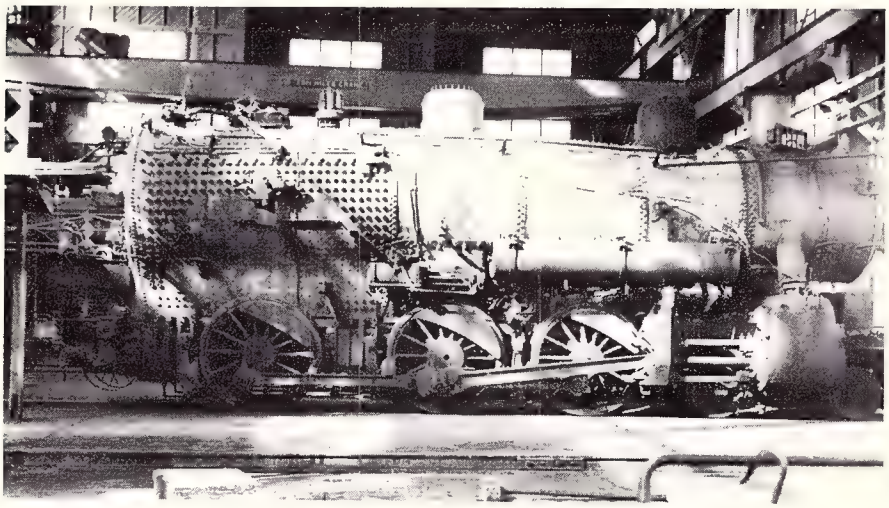
South Shasta

South Shasta No. 3053, a chunky Atlantic.



Espee No. 2348 at the S. P. Shops, Sept. 1954.

South Shasta No. 2348, a trim Ten-Wheeler.

On the fourth of September 1954, a trip was made to Sparks for the bell. Upon arriving home, it was weighed. It tipped the scales at 300 pounds.

The bell was cleaned up and painted and placed on a bench in our front yard. During the cleaning process, three sets of numbers were found. I had expected to find only 2348, but there was 3053 and 2589 also. Could it be that this bell had ridden on an Atlantic No. 3053, which was scrapped in 1935, and also No. 2589, a Consolidation which is still in service? Amazing that I should have the models of Ten Wheeler 2348 and Atlantic 3053. (Quite a coincidence, isn't it, but we're not through yet. I am planning to build a Consolidation, the 2589. That will give me all three locos the bell rode on.)

According to the Southern Pacific, after digging into their files, this bell first went into service in 1906. It served the Southern Pacific for 48 years and was used on three locomotives. It was used on Atlantic No. 3053 which was built by Baldwin in August 1906 with specifications of Class A-81 20/28 116-SF and was dismantled November 1935. Used on Consolidation No. 2589 built by Baldwin in March 1906 with specifications of Class C-57 22/30 194-S which is still in service. Used on Ten Wheeler No. 2348 also built by Baldwin in April 1911 with specifications of Class T-63 22/28 162-S which was vacated April 20, 1954 and is now dismantled.

As I mentioned before, I had been looking for the prototype of 2348 for six years, but never a glimpse of her. To my astonishment, I was told only recently by a railroad employee from Gerber, 2348 had worked on the Shasta Division for a time during the years I had been looking for it. Gerber, which is a bare two miles from our home, is the southern terminus of the Shasta Division on the Southern Pacific and also the miniature South Shasta Lines. Fate was to have it that I was never to see her in action, however, while the prototype engines No. 3053 and No. 2348 are gone and but a memory, the bell now tolls for their counterpart ¼ inch scale models which are in active service on the South Shasta Lines.

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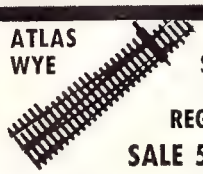

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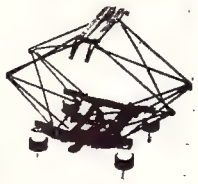

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JANUARY 1948
Standard steel caboose (O)—Austin
Building fronts for scenery
Eastern Mass. semi-convertible (O)
Bill Schopp's Memoirs—Part 2
Electricity—Direct Current
Gallows frame turntable (O)

FEBRUARY 1948
Inspection engine (O) "Star"—Crater
Planning model RRs with 3D
Memoirs By Schopp—Part 3
Reading 4-2-2, BLW 1892 (O)
Transfer Table (1/8")
Soldering made Easy—Austin

MARCH 1948
Trolley street sprinkler (O)
CNJ Inspection engine—Part 2
Bill Schopp's Memoirs—Part 4
Gas Electric (HO)—Carstens
NYNH&H 0360 electric loco (S)
NYNH&H caboose (S)

APRIL 1948
GE 0-4-4-0 Elec. Loco (O)—Austin
Long Island Model Railroad (O)
Getting Started, John Barkeley
Fuel Dealers Yard—Crater
Bunk Car, CNR (O)
Wayside Station (O)—Schopp

MAY 1948
GE 0-4-4-0—Part 2
B & O O gauge layout
Using the watchmaker's lathe
BLW 2000 hp double end diesel (O)
The tools needed for model ring
Vertical twin cylinder steam engine

JUNE 1948
GE 0-4-4-0—Part 3
BLW (CNJ) 2000 hp diesel—Part 2
Third Rail Shoes (O)—Long Valley
Arched roof mu cars (HO)—Carstens
DC 12 and 24 volt power supply
Basic layout designs and framework

JULY 1948
GE 0-4-4-0—Part 4 (O)
Automatic wyes for street Rys.
Basic electrical principles
New York Ontario & Western Ry.
Streamlined cars (O)—Crater
O gauge pile driver

AUGUST 1948
SP 0-6-0 (HO)—Austin—Part 1
Ice trolley and line car (O)
Streamlined diner and coaches (O)
5 basic trolley poles (O)—LVERY
CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER 1948
SP 0-6-0 (HO)—Part 2
Trolley pole bases (part 2)
Train of Tomorrow loco.—HO
Whitcomb diesel in HO—freelanced
Observation car (OO)—Treat
CV snow flanger (HO)

OCTOBER 1948
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelancing—Bill Hoffman

NOVEMBER 1948
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Locomotive (O)
TT water tower—Healion

DECEMBER 1948
4 comp. Pullman Observation (O)
Elec. Loco. (O) Part 2
NYS&W Little Ferry Terminal
G&D Engine House—Part 3
BLW 3000 hp diesel for SAL (HO)
Gas electric (HO)—Ray Staples

JANUARY 1949
CNJ Highbridge Branch
Trolley Loco: Part 3
Pullman Observation: Part 2
4-4-4 Live steamer (1½")—Part 1
Quartering drivers an easy way
HO Steam motor car—Schopp

FEBRUARY 1949
Building a 4-4-0—Dance (HO)
B&O 2-10-2 S1a (O)
CNJ Highbridge Branch—Part 2
4-4-4 Live steamer—Part 2
Trolley bus control circuits
Getting started: Barkeley

MARCH 1949
Interurban Official car (O)
O reefer by Lewis Austin
4-4-0 in HO—Part 2
N&W Class J-2 4-8-4—Part 1 (O)
4-4-4 live steamer—Part 3
Scenery, It's Easy—Crosby

APRIL 1949
EMC Passenger Diesel in HO
Getting started—Part 6
Bay Ridge Model RR Club (O)
Official car—Part 2—Hoffman
CNR 4-8-4—Data and S plans
N&W 4-8-4—Part 2

MAY 1949
Here comes the circus
Fully automatic turntable (HO)
Canada Great Western Ry (O)
Official Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE 1949
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY 1949
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR GSs 4-6-0—HO Plans and data
Remote control pantographhs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST 1949
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER 1949
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER 1949
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER 1949
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
Cement Hopper (O)—Bartholomew
Wooden combine in HO—West Shore
Flag stop stations in Indiana

DECEMBER 1949
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
Open end gondola (HO)
Camouflaged operating space
Trains and the Christmas Tree

JANUARY 1950
Citrus Empire RR (O)
Corner engine terminal
Hints on trolley wire
South Dakota Central RR (HO)
C&NW 4-4-0 No. 195—HO Plans
MoPac Gondola (O)

FEBRUARY 1950
Protostory: Bronx Frt. Terml.
Bumping posts (O)
Scenic Landscaping: Dance
Using electronic control
TARS semi-conv. ST No. 1701
American Flyer Wide Gauge

MARCH 1950
Chicago Museum Model RR (O)
RMC Layout No. 1: Design
Forming city backgrounds
NKP Alco and BLW diesels (HO)
Painting the scenery: Dance
SOU & EREX Hopper car plans ($)

APRIL 1950
Cleveland RR Club O gauge layout
Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
RMC Layout No. 1—trackwork
GN EMD pass. diesel (S)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY 1950
The Panama RR (protostory)
CNJ No. 1000—the first diesel
Modeling trees: Dance
50 ton dump car (S Plans)
Trolley Express car—Part 2
DL&W 4-4-0 No. 988 (S plans)

JUNE 1950
Outdoor RRing: Long Valley O line
LATL Rail grinder (S)
Tender truck boosters (HO)—Austin
V&T combine and baggage cars (HO)
CofG 2-8-0 No. 200-214 (O Plans)
CNJ first diesel—Part 2

JULY 1950
USRA light 4-6-2 (HO)—Part 1
CNJ Newark Terminal: Crater
E6 atlantic in HE (1/16) Gauge
Economy motor truck: Long Valley
Foldaway Model Railroad
MKT Caboose (HO)—Austin

AUGUST 1950
CNJ 4-8-0 camelback (O)
Modeling waterways: Dance
Grand Valley RR (HO)
C of G 0-6-0 tank engine (S)
USRA 4-6-2—Part 2
C&O detailed caboose (O—Part 1)

SEPTEMBER 1950
Truss bridge: Dance
Building grades: Schopp
NCNGRR tank car ((HOn3)
C&O Caboose—Part 2
USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER 1950
Venango Northern RR—Livingston (HO
CNS&M 8-8-8-8—Soverel
Rdg 2-10-2 (O)—Crater
USRA 4-6-2—Part 4
Coaling station—Dance
C&O Caboose—Part 3

NOVEMBER 1950
2'x8' HO railroading
Grusome's Grain Mill (HO): Brunger
Rdg 2-10-2—Part 2
Designing a layout
USRA 4-6-2—Part 5
3 MU cars from 2 Pullmans (O)

DECEMBER 1950
Showcase for your models
Brill rail bus in HO
Use black light on your railroad
The Channel Line (O) at Christmas
Old time wood gondola (HO)
V&T snow flanger. O plans.

JANUARY 1951
The CNJ at Plainfield
Stub Terminals
HO Paycar by L. Austin
Automatic trolley Turnaround
Mason Vixon Lines (O)
Brill Rail Bus

FEBRUARY 1951
8-Ball Loco. Works, by Brunger
Erie 135 ton flat car
I & G RR (HO), Bill Miller's
NYCRR Fire Fighting car (O)
Herts—The future of O gauge
Double Gauge Turnout

MARCH 1951
SP Gerber engine house (O)
Frt. traffic at a cement plant
CNJ 0-8-0 camelback (O): Crater
Korean and Japanese models
NYCRR caboose (HO): Deutsch
Lights and chickens: Crosby

APRIL 1951
Mt. Washington Cog Ry
1915 gasoline loco. (HO)
NYCRR Caboose (HO): Part 2
Abbottsville & Western RR ($)
Gay Nineties Stations
Foldaway layouts

MAY 1951
RMC Layout No. 2
Poultry car (HO): Miller
NYCRR Caboose: Part 3
Trestle bridge
J W Bowker in HO
Retaining Walls

JUNE 1951
Semi-well pocket flat car (HO)
Vinegar Valley Lines (HO)
Freight Station: Brunger
Model Carrying Case
J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY 1951
Auto coupler (HO): Prudhomme
Keen Valley Lines (HO)
Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST 1951
100 years on the Erie RR
Covered Cement hopper (HO)
Automatic coupling ramps (HO)
Cellar railroading: J. Kemp
Planning a model rr: Part 2
Double slip switch: (Part 2)

SEPTEMBER 1951
2 pint size pikes in HO
Visible frt. car loads
Ute Short Line: Earl Cochran
The Electra Switch Machine
Pickle Car—HO—Miller
Diesel servicing

OCTOBER 1951
Layout Doctor with 4 layouts
Fooling your spectators
The Silvertta Road (HO): Steen
Troop Sleeper (HO)
Remote control hookup
Kemtron's Brill Rail Bus

NOVEMBER 1951
Hump Yard Design
Locomotive headlights
Converting the Mantua "Belle"
Converting the Varney "Little Joe"
Slope-back tender—HO—Miller
V&T Flat car plans (O)

DECEMBER 1951
St. Louis TRRA: Carstens
Clearance Car—HO—Schopp
Baldwin road switcher—HO
Simple Wiring—Houghton
Frost on the layout—Crosby
Model Hump Yard

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Painting Tips

Chemical Blackener

On engines or other Zamak parts you can obtain a very nice finish by using one of the chemical blackeners such as Black Magic or Permetal. Does not cover any detail and gives a satiny finish. These will not work on lead base castings and not very well on brass.

Railroad Colors

Build up your supply of different color paints gradually. Black and boxcar (or tuscan) red are most popular, with bright caboose red next in line. Other colors will depend on what you are building, old time cars and diesel engines requiring some pretty garish combinations. The lighter colors such as yellow, orange, white, etc. do not cover too well when brushed on, but work o.k. with a spray, even a Flo-Mist bottle.

Using An Undercoat

When painting over a metal surface be sure to use an undercoat such as Kot, which gives a gray finish which binds well to the metal. An undercoat should also be used when there is a great change in color from the original to what is to be painted on. If a piece is black and you wish to paint it white, the gray undercoat will take you halfway there. Similarly if a light object is to be painted a dark color.

Paint & Solvent

Try to stick to one make of model railroad paint to simplify the number of solvents you need. The make that you swear at, another rail may swear by, and the reverse. Hence do not be afraid to try out various makes before you standardize.

Paint Remover

If you just want to remove paint from a model to repaint it, you do not need to know what make it was. Paint removers will take off any model railroad paint and of course are cheaper than the solvents.

Cleaning Small Brushes

Keep two small bottles of thinner at your workbench or with your paint bottles. Then you will find it easy to clean your small paint brushes after each use however short. Dip first in the "dirty" thinner and wipe off, then in the "clean" thinner and wipe again. After some time the clean can replace the dirty and you can half-fill a new clean bottle.

Touching Up Models

To avoid dirtying paint brushes at all for minor touch-up jobs, use a piece of wire or better yet a swab stick obtainable at the drug-store (without cotton on the end). This does not have to be cleaned, but can be wiped off with a rag or thrown away.

Floquil Spray

If spraying with Floquil, you can economize on Dio-Sol thinner by cleaning your spray-gun with turpentine. This cannot however be used in thinning the paint.

Painting Locomotives

In building model locomotives, paint frame, cylinder, and wheels before assembly to save disassembling later. It is difficult to paint behind drivers without getting paint on the treads where it looks bad and interferes with electrical pick-up.

Two Tone Painting

Occasionally a second coat of paint of a different color will cause the first coat to "bleed" through in a mottled effect. The answer is to use a second coat with a different solvent, turpentine base paints being the safest over the synthetic based ones usually used in model work. The only turp base model r.r. paint we know of at this time is Walthers.

Masking Tape

Masking tape will permit you to get a clean straight line between adjacent colors.

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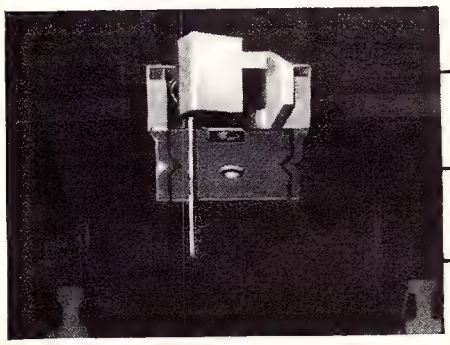

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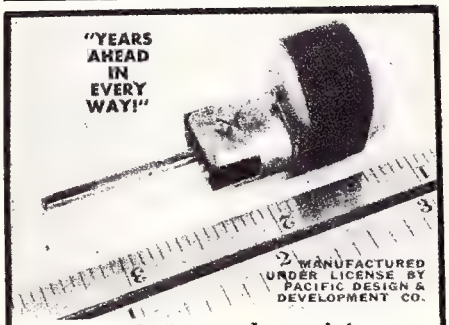

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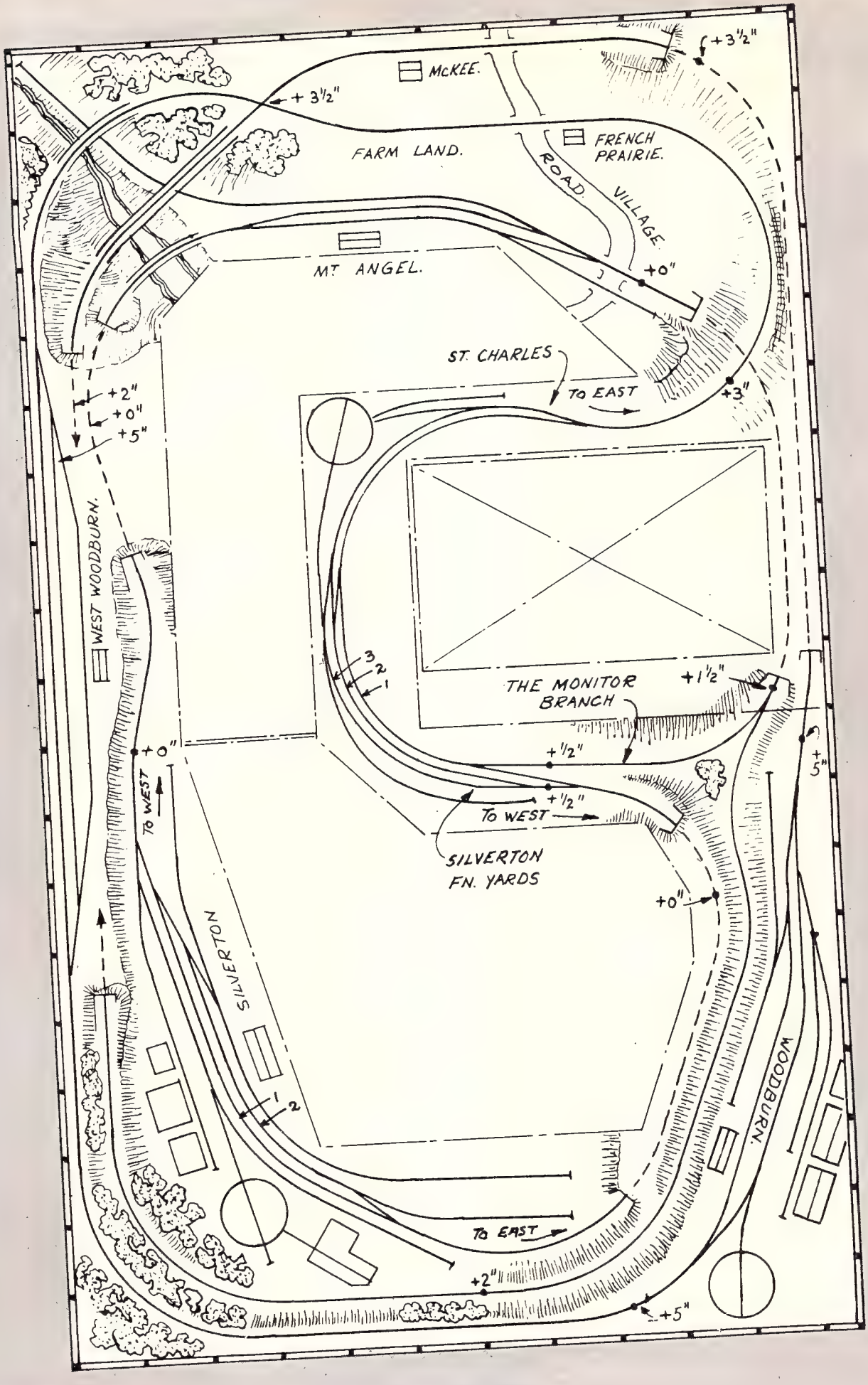

McKEE.
+3½"
FARM LAND.
FRENCH PRAIRIE.
ROAD.
VILLAGE
MT. ANGEL.
+0"
+3½"
ST. CHARLES
TO EAST
+3"
+2"
+0"
+5"
WEST WOODBURN.
3
2
1
THE MONITOR BRANCH
+1½"
+0"
+½"
+½"
TO WEST
TO WEST
+5"
SILVERTON FN. YARDS
+0"
SILVERTON
1
2
WOODBURN
TO EAST
+2"
+5"

by K. Brennan
& N. S. Eagles

You're missing half the fun of operating your trains if you don't run them as the real roads do—by timetable. Armchair fans and operators alike will enjoy figuring out not only train schedules but also engine and car availability.

creating a TIME TABLE

Part 1 – The layout – by K. Brennan

WHEN it was suggested that Norman Eagles and I should combine to write an article about compiling schedules for model railroads, it seemed to be a reasonably logical idea to use as a basis for discussion the present writer's own layout plan. A copy of it is reproduced here, and also a sketch map. This latter shows the entire line and, encircled, that part of the line which the model is intended to portray. Without going into details, since I hope to devote a complete article to the line another time, it will suffice to say here that THE MARION and WILLAMETTE RR. is a small, fairly prosperous line crossing the Willamette Valley in Oregon. In doing so it forms a bridge route between The Umatilla, Grant and Harney RR., and The Fort Rock and Northern RR., both of which are owned by friends of the writer. Should any reader think that the M & W has simply used a part of the S.P. trackage I would parapharse the late Thomas Hardy's words and say that while the M & W and a certain S.P. branch have much in common, they are not the same thing.

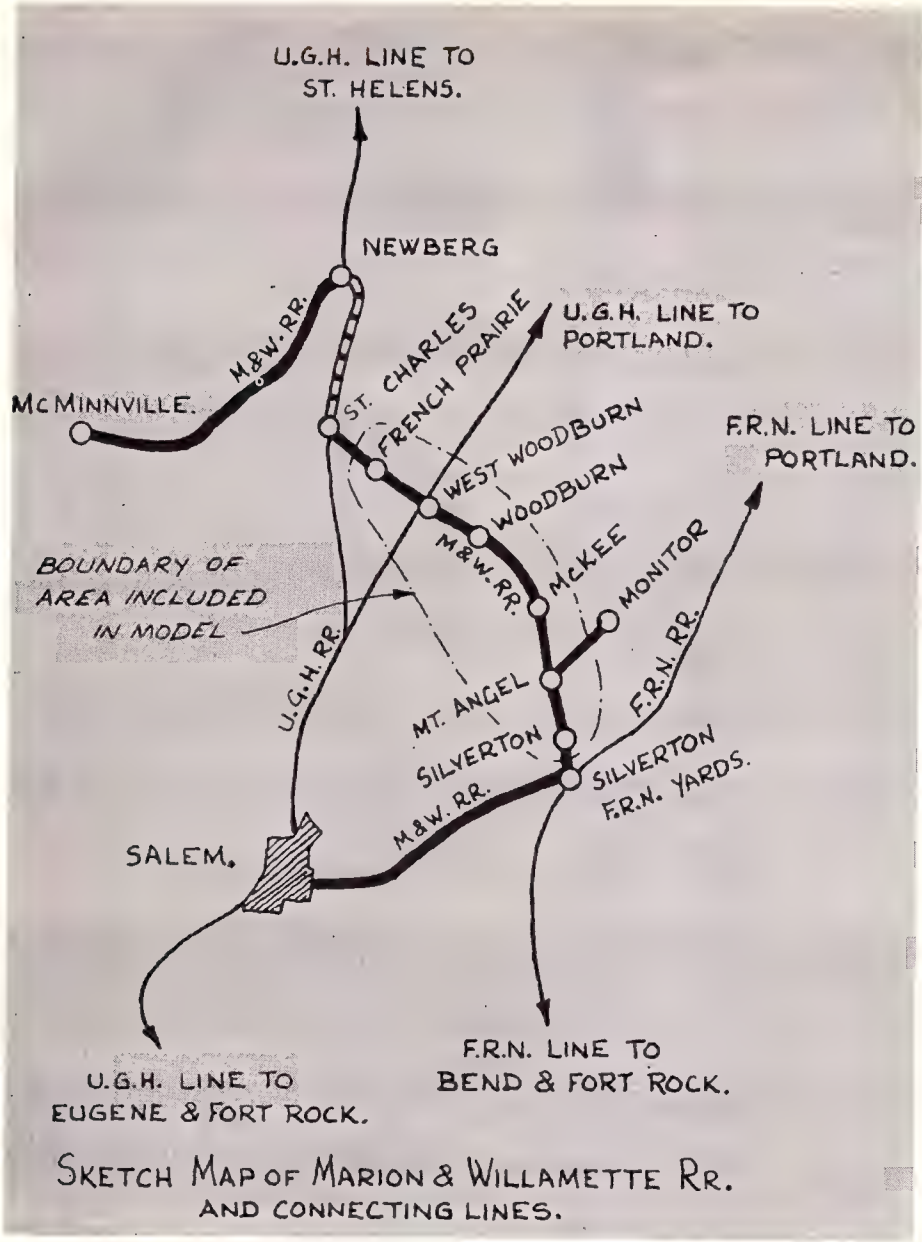
Examination of the plan will show it to be a quite ordinary three lap circuit around a space about 19′ x 12′. The big horse-shoe curve out into the center of the space avoids crossing a large tank that has to be left with clear access. The heart of the layout is the curved yard known as CENTRAL YARD built round the horse-shoe. Here the two ends of a point-to-point route have been brought together for simplicity and to secure the maximum run in the space. Comparison of plan and map will show that one end of Central Yard represents St. Charles and the other end the FRN yards at Silverton.

It may be remarked here that while a loco. or cars may work right through Central Yard, no complete train ever does so. Any train entering the yard loses its identity, and it will leave with a different consist as a new train.

The layout was designed to handle a service of about three local and one through passenger trains, and one way freight, daily in each direction. The through passenger train is assumed to be a pool train worked jointly by UGH-MW-FRN, between St. Helens, Ft. Rock and points East. Woodburn is equipped to turn locos, and to provide extra interest it was decided that certain trains might begin and end their runs there, work empty to West Woodburn to connect with another UGH route (see map.) and then run back through Silverton via Woodburn. Facilities at all stations have been kept simple to be in keeping with the idea of a small and not too modern short line. At the same time there are sufficient passing sidings and industrial spurs to make operation of freight and passenger trains equally interesting. Perhaps I should add that on operating nights a crew of three will be available to run the line.

When I gave the plan to Norman Eagles I also gave him my ideas of a suitable train service. Roughly speaking there should be two trains daily between Salem and West Woodburn via Silverton, (connecting in theory) McMinnville, catering chiefly to head-end traffic. The pool train was another daily each way train and finally a daily mixed train should use the Monitor branch . . . and I must admit that this so-called branch was pretty much of an after-thought introduced to provide some suitable run for a very short train. (The writer has a liking for one car trains hauled by Jeep diesels that will not be hurried!—) The freight could be fitted in on a very easy schedule, or run as an extra, as most convenient. In addition I left Norman free to fit in any short trips that he felt might fill any gaps that might occur in the schedule. These extra runs, if added, were to be so arranged that they could be 'annulled' at any time without affecting the remainder of the schedule.

These then were the conditions that the line was required to meet. Was the plan as drawn (and bear in mind that at this time there was no actual layout built) going to be able to handle the desired traffic? Well, as it turned out, it was. BUT . . . it might not have been. Which points to a very good reason for working out at least in rough form a complete schedule for your line before you ever do a lick of work on building it. This applies especially if you fancy something rather more ambitious than the mixed train daily routine. First draw your plan and redraw it until you are satisfied with it . . . or fed up with redrawing it. Then, since you should have at least some ideas on the subject, work out a schedule on lines described in this article. You should include full working details for all important places. With that done it will be an easy matter to see whether your planned line will be capable of handling the traffic that you want to run over it. You may well find that you have been too generous and that you can cut down the trackage at some places. At others, extra tracks may be needed. While surplus trackage might come in useful if you plan to add more rolling stock, it should be borne in mind that prototype roads never build track for fun . . . they have a use for every foot they install.



SKETCH MAP OF MARION & WILLAMETTE RR.
AND CONNECTING LINES.

Part 2 – The Schedule – by N. S. Eagles

WHEN Ken Brennan asked me if I would draft out a schedule for his projected branch layout, I was only too happy to agree since, although I had had some experience of drafting schedules for English model railways, this would be my first incursion into American practice. In the previous part of this article, Ken has outlined the traffic requirements of the branch. A list of available locomotives and passenger stock was given me and this is reproduced. For the purpose of the schedule each loco and each coach has been given a code letter or number so that it can be referred to easily. The first requirement was to determine the speed of the clock which would be used on the layout. As this is a matter which is largely determined by the number of operators available, it was thought that the schedule should be compiled to actual time, leaving the speed of the clock to be settled when the number of operators was known. Obviously a faster clock could be used when a larger number of operators was available and by this method it would be practicable to have, say, three different speed clocks; one for one operator, a faster one for two operators and a still faster one for three operators, while yet retaining the same schedule.

The running times allowed for the trains from station to station have been calculated on the actual distances between the stations from a scale map of the area commensurate with a reasonable speed. This means that the resultant schedule could well be the actual schedule for the real line had one ever existed!

Of the services to be operated, after reflection, it did seem that the connections to and from the U.G.H.R.R. at West Woodburn were the most important and the crux of the timing. It was reasonable to assume that a U.G.H. train would arrive at West Woodburn in the mid-morning and after a suitable period for turning, etc., depart again. This meant that a train connecting with this arrival should leave West Woodburn for Silverton at about 10:30 a.m. (it being assumed that the connection arrives approximately 10:15 a.m. and leaves 11:45 a.m.) while a second train should arrive about 11:30 a.m. from Silverton. On the model the greater interest lies in arranging the passing of trains at the two passing places; Mount Angel and Woodburn. These two trains were conveniently timed to give the required connections at West Woodburn and to pass each other at Mount Angel. A similar pair of trains gave the afternoon connections, departing and arriving West Woodburn at 3:30 and 3:43 p.m. respectively and this time were arranged to pass at Woodburn. These four trains with their empty runs between West Woodburn and Woodburn for servicing purposes, provided the basis upon which the schedule was built.

At this stage a skeleton block of the schedule was made out and these runs were entered thereon. It should be noted that, at this stage of drafting the schedule, there is no need to worry about setting the trains out in the correct chronological order across the sheet. This can be done later on. It did appear that the stock which formed the morning arrival at West Woodburn should form the afternoon departure as the train requirements do not provide for any other trips starting or finishing at Woodburn. Provisionally this train was allocated to be worked by one of the Pacific locos and mainline coach stock and this was entered against these trips on the skeleton. The other trip both commenced and finished at Woodburn, and were this operated by a loco and passenger stock, either that stock would have to be worked empty to and from either Silverton or St. Charles, or the stock would not be available before 10:09 a.m. or after 4:06 p.m. For this reason, these trips were allocated to the railcar and this question of locos and stock for each train was one that had to be carefully considered as each train was fitted into the schedule.

The trip from Silverton to St. Charles and McMinnville and its return working next received attention. One journey was required in the morning and the other in the evening and should consist mainly of baggage accommodation. These trips were now fitted in and scheduled to be comprised of coaches 6, 11 and 13 and for the sake of variety, in one instance worked by the heavy Pacific and in the other by the light one. This left the through joint U.G.H./-

F.R.N. working to be inserted, in the morning in one direction with a corresponding return working in the evening. As this train comes from Fort Rock in theory (i.e., through the connecting tunnel from Central Yards in practice) and the return working does likewise, it means in practice that this train both commences and finishes on the layout in the Central Yards so that the direction of travel does not affect the balancing of the stock. This balancing of the stock, i.e., the arranging of the appropriate locos and coaches at the correct station for its next turn of duty, is something that has to be given particular attention throughout the compiling of the schedule. As this working starts and finishes at the same point, it was quite easy to arrange for it to be operated as and when required since its withdrawal on any one occasion will not affect the distribution of the rolling stock. After this working was inserted, early morning and late evening trips with available rolling stock were incorporated from Silverton to Mount Angel and return, and then the two trips to the Monitor branch completed the passenger runs. For the latter, it did seem that coach 4 was the correct one to schedule and since coach 6 had been used in the make-up of the McMinnville to Silverton workings, this meant that the morning working of the joint U.G.H./-F.R.N. through service must be restricted to coaches 1 to 6. However this was really all to the good, as it gave variety to the working of this train. It could be argued that the greater number of coaches returning from Fort Rock was balanced by an additional trip scheduled from St. Helens to Fort Rock via St. Charles and Salem but should it be preferred to restrict this train to the same make-up on both trips, the afternoon working could be kept to coaches 1, 2, 3 and 5 as the morning train. Personally, I prefer variety and would much rather see this train comprised of a different number of coaches on the two trips. Lastly, the way freight was added to the timetable; departing Silverton for St. Charles in the early morning and returning in the late afternoon. Again for variety it was arranged for the morning train to be worked by the class M Pacific and for the evening train to be worked by the class E Pacific, although it would have been possible to have changed all workings on each of these locos before 10:45 a.m. so that the class E Pacific worked both freights, but this would have meant that that loco worked only these freights and the class M Pacific operated ten passenger turns. This can be seen clearly from the locomotive allocation chart. Once again, the way freights were timed to pass passenger trains at the passing places: the morning train passing two trains at Woodburn and the evening train

creating a TIMETABLE

The Operators Instructions give the basic timetable information required to plan a regular timetable. Here is found information as to the engine and car requirements, starting times, departure tracks, and direction. Map opposite shows area included in model by two authors.

OPERATORS INSTRUCTIONS CENTRAL YD.

TIME	TRAIN No	DIRECTION To	DIRECTION From	CONSIST	LOCO	TRACK
a.m. 6 5	Fx-1	West		Freight.	M	3.
8 30	6	East		1. 2 3. 5	D	2.
* 8 35	Px-2		West	11. 12	E	3.
Switch 12 To spur; 11. 6. & 13 to Track 2						
8 47	8	East		6 11 13.	E	2.
* 9 28	6		West	1 2 3. 5	D	3
Switch 1. to spur						
* 10.00	9		B*	4	DS.	1
Switch 2. 3. 4 & 5. to Track 2						
* 10 32	Fx-1		East	Freight	M	3
Switch loco M to head of train on Track 2 — forward to tunnel by 10.50.						
* 1.13 p.m.	R		West	Rail car.		2
* 12.00	-		West	6	E	1
Switch freight cars as necessary.						
* 2 54 p.m.	3	West		Rail car		2
4 13	Fx-2	East		Freight	E.	3.
* 4.16	4		West	2 3 4 5	M.	2
Switch 1 & 6 to Track 3.						
4.50	5	West		2. 2 3 4 5. 6.	D	3.
5 53	5		East	1. 2. 3. 4 5 6	D	2.
Switch 4 to Tr 1; 6 to Tr. 3; 1. 2. 3. 5 to Tr 2.						
6 14	-	West		6	M.	3.
7 35	10	B*		4.	DS.	1
8 13	7		East	6. 11 13.	M	3.
Switch 11. & 12 to Track 1.						
8 35	Px-3	West		11. 12.	M	1
Switch 6 & 13 to Track 1.						
* 10.00	Fx-2		West	Freight	M	3
Switch freight as necessary to form Fx-1 for next "day".						

* Approx time only B* Monitor branch.

To start:- Cars 6 & 13 on Track 1
1. 2. 3 & 5 on Track 2.
Freight on Track 3.
Locos D. & M. in yard.

OPERATORS INSTRUCTIONS SILVERTON.

Time	TRAIN No.	DIRECTION To	DIRECTION From	CONSIST	Loco.	TRACK
a.m. 6.25	Fx-1		East	Freight.	M	2
6 33	Fx-1	West		Freight.	M.	2
Switch 4 to Track 2.						
7.56	Px-1	West		11. 12.	E.	1
8 32	Px 1	East	West	11. 12.	E.	1.
9 23	6	East	West	1. 2. 3. 5.	D.	1
9.28	9	West		4.	DS.	2
10.10	8		West	6. 11. 13	E	2.
10.54	1	West	East	2 3. 4 5.	M.	1
11 19	2	East	West	Railcar		1
11 58	-	East		6.	E.	2.
p.m. 2 59	3	West	East	Railcar		1
4 06	4	East	West	2. 3 4 5.	M.	1.
5.00	5	West	East	1. 2. 3. 4. 5. 6.	D.	1.
6 15	-		East	6	M.	1
Switch 6 to Track 2.						
6.50	7	West		6 11. 13	M.	2.
7 57	10		West	4.	DS.	2
Switch 4 to spur.						
8.12	Fx-2		West	Freight.	E	2
8.40	Px. 3		East	11. 12.	M.	1
9.00	Px-3	West		11. 12	M.	1
Switch freight as necessary.						
9.42	Px-4		West	11. 12.	M.	1.
9.55	Fx-2	East		Freight	M.	2
Loco. E switch 11 & 12 to form Px-1 for next day & returns to shed.						

To start:- Cars: 11 & 12 on Track 1.
Car 4 on spur.
Locos. E. DS. ST. in yard.
Railcar starts at Woodburn.

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LOCOMOTIVE DUTY DIAGRAM.

TIME.	LOCO 'M'	TIME.	LOCO 'E'	TIME	LOCO 'D'	TIME	RAILCAR	TIME	LOCO 'DS'
6.10	Freight FX-1	7.56	Silverton	8.30	St. Charles	10.09	Woodburn	9.28	Silverton
	Central Yd. 16	8.08	Mt. Angel	9.28	Central Yard.	10.18	W. Woodburn	10.00	Central Yard.
10.32	St. Charles								
10.50	Central Yard	8.20	Mt. Angel	4.50	Central Yard	10.30	W. Woodburn	7.35	Central Yard.
11.30	W. Woodburn	8.32	Central Yd.	5.53	St. Charles.	11.19	Central Yard.	7.57	Silverton.
11.45	W. Woodburn	8.47	St. Charles			2.56	Central Yard.		
11.51	Woodburn	10.10	Silverton			3.43	W. Woodburn.		
3.09	Woodburn	11.58	Silverton			4.00	W. Woodburn		
3.15	W. Woodburn	12.00	Central Yard			4.06	Woodburn.		
3.30	W. Woodburn	4.13	Central Yard						
4.16	Central Yard.	9.55	Silverton						
6.14	Central Yard								
6.16	Silverton								
6.50	Silverton								
8.13	St. Charles.								
8.35	Central Yard								
8.40	Silverton								
9.00	Silverton								
9.12	Mt. Angel								
9.30	Mt. Angel								
9.42	Silverton								
9.55	Silverton								
10.00	Central Yard								

passing one at Woodburn and two at Mount Angel.

The diagram headed "Locomotive Allocation Chart" sets forth the trip workings of each of the locomotives on the line. When the block of the schedule had been roughed out, this chart was prepared so that it could be easily seen if any of the proposed working of any locomotive was impracticable. It will be noted that the diesel shifter is started and finished at Silverton, but by use of the Monitor branch working is enabled to spend the bulk of the day shunting at Central Yards being available at both Silverton and St. Charles for the shunting of both way freights. A similar diagram was drawn up to show the linking of the various coaches. When these are proved, the stock which had been scheduled for each train was inserted under each train in the schedule (see diagram of schedule).

The "off stage" tunnel link between Central Yard and Silverton was invaluable for the movement of stock between these two places, as it had a twofold use. Firstly it enabled the schedule to be operated by a bare minimum of rolling stock in that the maximum use could be made of the available stock in switching them from one terminal to another; and secondly such user of the tunnel avoided 'balance' workings of stock over the line itself as it meant that, in practice, Silverton and St. Charles were virtually one station. At this stage of compiling, the empty workings through the tunnel to arrange the stock in position from one train to another were determined and these were then entered in time order on a sheet of paper. It has been presumed when compiling the schedule that there would be a separate section in the tunnel which could be controlled from both Silverton and St. Charles. This would allow the operator at Silverton to send a train into the tunnel where it could stand until required by the operator at St. Charles. Now the tracks at Silverton and Central Yard on the plan were numbered and the arriving and departing trains allocated to a track each in turn. At Central Yard the Monitor branch trains must use track 1 and it would be a decided advantage if trains storing or picking up coaches were to use track 3, which had a siding connection. Finally each train should complete the day's working not only at the same station but also on the same track as it commenced. When these tracks had been determined for each train, and had the accommodation at either terminal been overloaded it would have been necessary to amend the schedule to reduce the amount of rolling stock at that station at that particular time, then the list of operations to be carried out at each station, which included arrivals, departures and switching movements, could be set out in time order. Such lists of operations for Silverton and Central Yard are reproduced herewith. One of these lists would be drafted for each station on the line and given to the operator at that point.

This then completed the preparation of the schedule and it is felt that the operation of this branch to this or a similar schedule would give a realistic reproduction of a day's working on a typical American branch line.

ROLLING STOCK CODE LIST.

Varney diesel A+B.	Code 'D'	Streamlined roomette car.	Code 1.
Mantua 4-6-2	" 'M'	75' std. coaches.	" 2 & 3.
English 4-6-2	" 'E'	60' Std. coach.	" 12.
Varney 0-4-0	" 'ST'	75' combine.	" 4
Penn Jeep diesel	" 'DS'	60' combine.	" 13.
		mail - express	" 5
		baggage	" 6 & 11.

Part 3 – Some Final Remarks – by K. Brennan

IF YOU are still with us, and have not decided by now that after all it will be easier to run the Skunk Valley Scentral RR. on smoke signals, the writer (and its that man Brennan again now) would like to add a few remarks on the various tables which accompany this masterpiece. First, they have all been kept as simple as reasonably possible. The actual schedule has not been written in the usual up-one-side-and-down-the-other manner but could easily be written that way if desired. The method used is getting to be quite popular in any case. It will be noted that once this table has been compiled, almost its only use is to provide the master from which the various Operator's Instructions sheets are compiled. When they are done, the master copy can be filed away . . . it is not used for operating purposes. If you wish to provide your visitors with a copy so that they can better understand what goes on, then a somewhat extended version might be made up showing the originating and terminating points of trains which are presumed to travel from or to points beyond the modeled area.

About the Operator's Instructions, one thing should be noted. In situations such as Central Yards where there are only limited facilities it is essential to smooth operation that the trains are routed to the indicated tracks, at least until the routine is well enough known to permit a little experimenting. With regard to the make-up of trains, no attempt has been made to show the order of the cars in each train. You could list cars in the right order when making out your own time-table if you wish, but the writer would leave the operator to work it out for himself . . . and then have fun handing out Brownies if cars were in the wrong order without good reason!

Although the freight train, designated FX-1 for identification, has been given a schedule, there is no reason why it should adhere to it.

With any schedule, no matter how simple, there are possibilities for real fun, especially when things occasionally go wrong and operators find the clock is beating them. But if after a while the routine gets too smooth, try introducing a few real-life hazards . . . a hot-box which delays No. 8 . . . a fan-trip to run for which stock and power must be found . . . a faulty switch which puts one end of a passing siding out of action for two or three hours. The results will certainly make for realism. We hope that this article will do something to open up this very interesting phase of modeling a railroad. And even the arm-chair fan can take part.

WESTBOUND. BETWEEN SILVERTON AND ST CHARLES

STATIONS TIMETABLE #1 JULY 1954.		FX-? daily a.m	FX Not Sun a m	9 Not Sun a m	daily a m	1 daily a m	daily p m	3 daily p m	5 Q p.m	7 daily p m	PX-3 Not Sun.
SILVERTON	Lv	S 6.33	7.56	9.28		S 10 54		S 2 59	S 5.00	6 50	S 9.00
MT ANGEL.		S 7.00	8.08	9 40 9 50		S 11 06		S 3.11		S 7.12	9.12
* Baron.											
McKEE.		S 7 20				S 11 09		S 3 17		S 7.23	
WOODBURN.		S 9 49			10.09	S 11 24	3.09	3 29 3 37	5.30	S 7.45	
WEST WOODBURN.		S 10.15			10.18	11.30	3 15	3.43	5.36	S 7.56	
FRENCH PRAIRIE.		10 25							5.43	S 8.03	
ST. CHARLES.	Ar.	10.32							5.53	8.13	

* *Not included in model.*

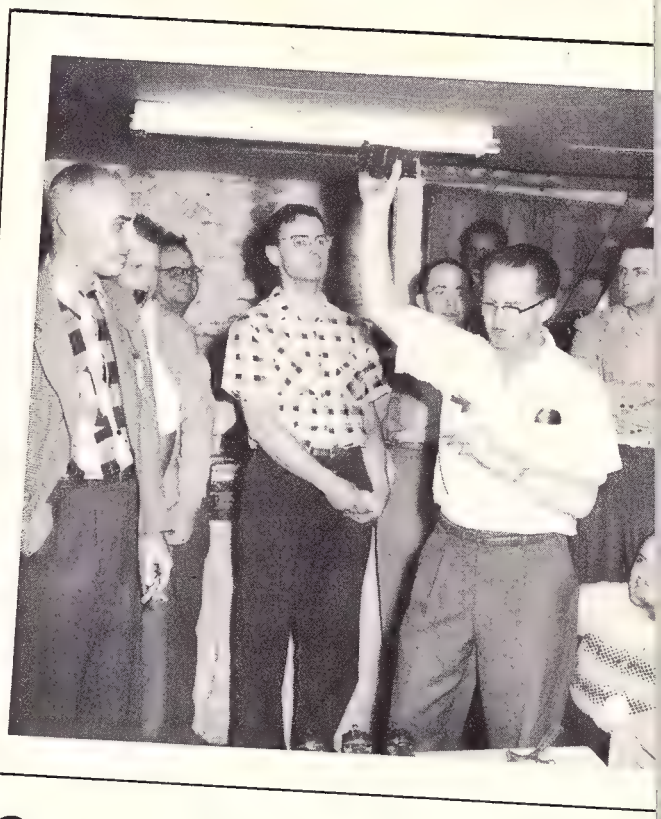
S *Train stops.*

EASTBOUND. BETWEEN ST CHARLES AND SILVERTON.

STATIONS TIMETABLE #1 JULY 1954.		PX-2 Not Sun a m	6 Q a m.	8 daily a.m.	2 daily a.m.	daily a m	4 daily p m	daily p.m	FX-2 daily p.m.	10 Not Sun p.m.	PX-4 Not Sun p.m
ST. CHARLES.	Lv.		8 30	8.47					4.13		
FRENCH PRAIRIE.			8.40	S 8 57					4.20		
WEST WOODBURN.			8 47	S. 9.09	10.30	11.45	3.30	4:00	S 4.55		
WOODBURN.			8.53	S 9.25	10.36	11.51	3.36	4.06	S 6.02		
McKEE.			9.05	S. 9.42	10.48		3.48		6.17		
* Baron											
MT ANGEL.		8.20	9.11	9.48 9 58	10.54 11 07		3.54		6.40 8.00	S 7.45	9.30.
SILVERTON.	AR.	S 8.32	S 9.23	S. 10 10	S 11.19		S 4.06		S 9.55	S 7.57	S 9 42

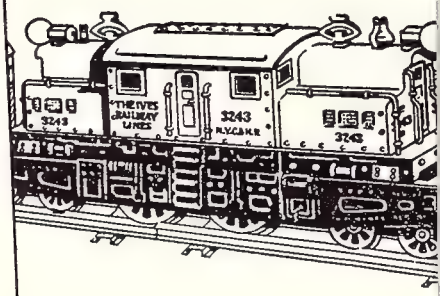
Burt Logan, TCA president, and Frank (the Trainman) Cox, from San Diego carefully examining a small portion of the elaborate tinplate exhibition on display at the Convention. Trolley on top is 1900 vintage Lionel worth conservative $200. Estimated value of Voltamp items on 2 shelves was $1900.

Auctioneer Frank Cox kept the crowd spellbound for over two hou
selling locomotives at prices ranging from $1.50 up to over $1
Contrary to public opinion, most items do not have tremendous vai
Many Ives locos sold for from $2 to $5 each, were fine specime



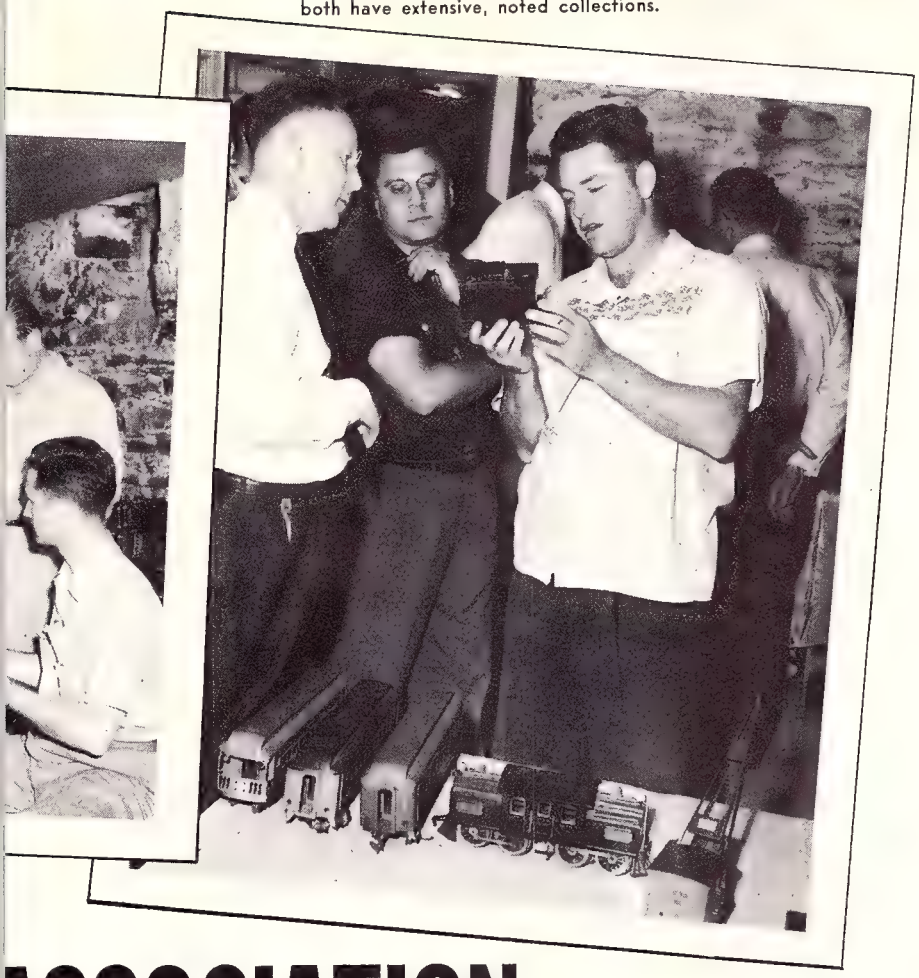
Tim Plate Visits The

TINPLATE COLLECTORS



A group of collectors examine a large lot of items brought in by a hobbyist from Pittsburgh. Many collectors specialize in one make, such as Lionel or Ives. Others prefer representative samples from all makers. Collectors are from all occupations, including military.

Chester Holley, Tampa, and Bill Krames, Trenton, try to lower the asking price on a rare old item. Both Holley and Krames are hobby dealers; both have extensive, noted collections.



ASSOCIATION

Staff Photos

Newest national model fan group is the Tinplate Collectors Association, an organization of hobbyists whose main interest is in collecting old tinplate. Its ranks number many famous modelers.

HOWDY fellers. Just back from Yardley, Pennsylvania, where the Tinplate Collectors Association held their second annual convention and it was really a wing ding affair lasting three days.

While last year's session was little more than an organizational meeting, the gathering this year really went to town. Collectors came from all corners of the country. Chester Holley came up from Tampa in true railfan style, having gotten permission to ride the cab of the Silver Meteor. Frank Cox, the Trainman, was in from San Diego. Others came from Missouri, Ohio, and most of the eastern seaboard states. All told, about sixty were present.

Collectors of old tinplate can hardly be classed as average model railroaders, since they are not so much interested in building as in collecting and displaying. And, of course, they usually favor old time tinplate in preferance to modern scale equipment. Yet in their group are such well known scale modelers as Harry Albrecht, former publisher of the HO Monthly magazine; R. Galbraith, scale model trolley man from Ohio, and Lou Redman, active in the Pittsburgh Model Railroad Club. Tinplate collecting is liable to strike anybody, even the most diehard HO gauger. HO, incidently, was about as scarce at the TCA convention, as an Ives Limited Vestibule Express.

Beware, They're Horsetraders

The collectors are notorious as horsetraders and there was plenty in evidence at the Convention. The biggest thrill a collector can have is to find a rare item in an attic somewhere. Next to that, he soon acquires the nack of dickering with other collectors for the items he needs. In making a trade, a person who really needs an item will often be willing to give more than it may actually be worth. Trades usually end up fairly well balanced. A collectors item is usually worth what you are willing to pay.

Most Prices Are Reasonable

Actually, old tinplate need not be expensive. Many locomotives dating back to the late Twenties were being

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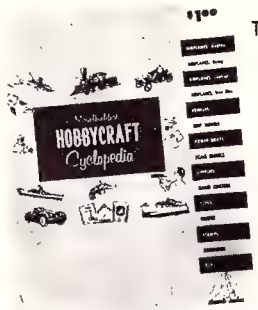

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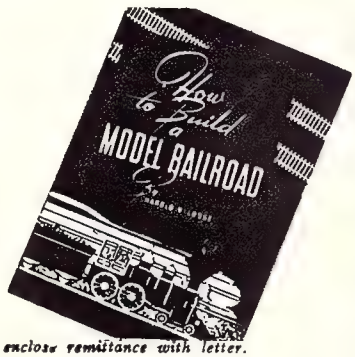

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GENTLEMEN: Here is my $2.00. Please send me a copy of "How to Build a Model Railroad."

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TINPLATE

Continued from page 55

sold at the Convention for as little as two dollars each. These locomotives included Lionel and Ives electric types and were in good condition; excellent starter material for any collection. The great bulk of equipment can be had at prices under ten and twenty dollars.

The value of old tinplate is largely dependent on the condition of the item and its scarcity. An extremely scarce item may be worth money regardless of its condition. A model that is in plentiful supply may be worth nothing if battered and marred.

Some old tinplate has been repainted and some experts, such as Edwin P. Alexander, are able to restore really battered junk into valuable collectors items. A professional model builder, Ed carefully removes old paint and then resprays the models. Lettering is put back on with rubber stamps. Unfortunately some collectors in restoring models do a very sloppy job with the result that refinished equipment is often looked down upon as not being truly authentic.

Where To Find Old Tinplate

Old tinplate equipment keeps turning up everywhere, often when you least expect to find it. Attics and cellars turn up some very interesting finds. Antique shops often have pieces of old tinplate but unless you know your prices, you can easily get stuck as antique dealers often charge too much.

Beginners in the collecting hobby should start off with more common items and many a collection has started on the Christmas Tree set the hobbyist got as a boy. Many collectors will also be happy to start you off by telling you where and how to get certain pieces of equipment.

Another very valuable medium is the Railroad Model Craftsman Swapper's Column which is open free to all readers. Many collectors find the Swapper's Column useful in bartering old tinplate. You might also try ads in the classified section of your local newspaper. Many dealers also have selections of old tinplate to trade or sell.

Displaying Your Models

There are two basic types of collectors: the Operators and the Collectors. The Operators want their equipment to be in top operating condition and they often stick to one gauge, such as Standard Gauge or O Gauge. The Collectors are not quite so fussy since they realize that old engines won't always run.

The Collectors usually display their equipment on narrow shelves, as can be seen in some of the photographs. On the narrow shelves which are barely train width, the equipment is mounted on tracks and is coupled together in trains. On wider shelves, also shown in the photos, they are merely set at an angle. Such displays are fascinating and need not be limited to tinplate. They are also an excellent means of displaying scale equipment, especially for club members and others who may not have permanent layouts of their own.

"Off'n the table top"

News and Views of TT

By Glyn Lewis

CONSTANT readers will remember, that back in the June issue we were meandering along about the "whys, whens and wheres." In the same vein we look with a cold orb on the modeler who disdainful of the simpler things finds it necessary to construct a reasonable facsimile of the Golden Gate bridge to get his main line across the yard area. No we are not kidding, it's true! The pike is a beauty otherwise. This is another case of "why" . . . would any real railroad buid a highly complex, expensive suspension span where they could easily put piers? This idea of a bridge across a yard is not at all fanciful, but in reality it would be through girder spans or, at most, a truss bridge. Many builders labor under the mistaken notion that wood bridges are passe . . . don't you believe it! Before us we have a photo of a shiny new southern diesel loco (drat 'em) crossing a TIMBER TRESTLE in 1955. A good rule to remember is the cheapest fastest way, without sacrificing safety." Same is true of structures—the one track, branch line roads, with the elaborate mammoth roundhouses and 100 foot turntables will only be found on model pikes! We are not purists when it comes to curves or grades or even where you place a switch, we all have to cut corners sometimes to be able to enjoy the hobby at all, but there is no legitimate reason for some of the things we see.

This kind of talk naturally leads to the remark from many a reader, "Yeah, this bum probably hasn't got a pike at all" . . . so this month we are printing a view of our layout (about 60% finished).

We are sorry, no plan this month and no loco conversion, oh yes, we have an excuse . . . June 27, 28 and 29th there was a convention at Atlantic City, N. J. of the AAR, seems they wanted an operating layout there, to be supplied by the New York Society of Model Engineers, the worthys of the NYSME decided on TT!!! So we had a bit of a rush to produce a 6'x10' fully scenicked layout (to operate continuously) on the Saturdays of the latter half of May and the first half of June.

Keep Your TT Eye Peeled For

An all metal box car (castings) from "Gandy Dancer" . . . very soon. Lithographed, stamped metal box cars from H.P. Products. All wood box cars, with silk screened sides from AL.CO Hobbies. These are just a few of the really terrific TT items coming to you this fall.

From The TT Mail Car

Thanks John, sorry we don't know the plans you mean. About the horses for your wagons, try E.S. Nielsen, 509 5th Ave., N.Y.S. Sure he can help you. May we congratulate you on your progress, as a 14 year old, you are inspiration to the ones among us twice and three times your age. Keep up the good work, and send photos.

Good Neighbor Note

Our mail often leads us to believe that all our good friends up north of the border must be model railroaders and a great many of them TTers. Really is a lot of interest in Canada. Now Henry Schatz, one of the real TT veterans tells us that the Canadian Pacific hopper is getting a very big play.

Well before we wrap it up may we remind you to write, send plans, photos, news and chit-chat about your doin's in T.

Cherio . . . keep out of the hot sun!

Dear Glyn,

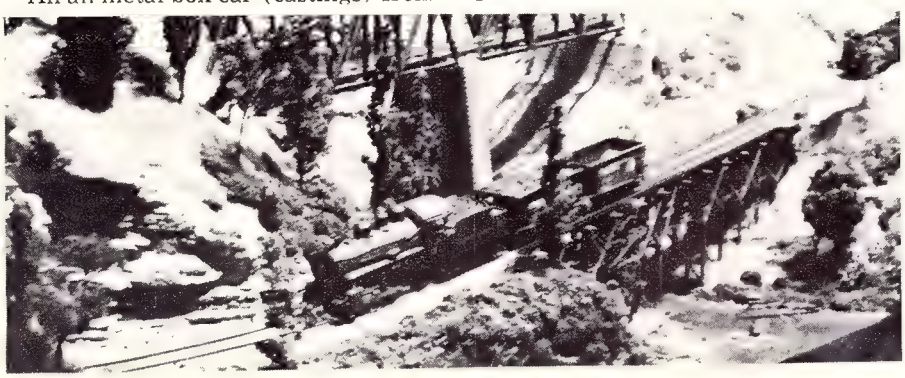
I have started in the grandest hobby on earth in TT gauge and am wondering if you could send me plans that were shown in "Off'n the Table Top" so I could enlarge my Grass Creek and Split Rock R.R.

It is a typical railroad any where in the west around 1890. It is a 6x8 open table arrangement which is still under construction.

I built some wagons and a stage coach using bristles for spokes and postcard for rims and am wondering where I could get some horses to pull them. I have built an enginehouse and coal tower from pictures in your magazines and am going to use code 70 rail aid and spiked on ⅛" balsa wood and will make my own switches from same. I am now 14 as of March the 18th. I am saving most of my money to buy Gandy Dancer's 4-4-0. I have some of H.P.'s cars. They are beauties for operation.

John Bland
Greybull. Wyo.

P.S. I think your column's smell, keep up the good work.



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FOR SALE OR TRADE: Std. O and S gauge items, Lionel, A.F. Also incomplete 3/4" scale live steam loco. and tender, Atlantic 4-4-2. Stamp for list. D. M. Aungst Box 256, Lebanon, Pa.

WANTED TO BUY: Manf. discontinued items, MDC Plan Pak, 1-PL-3 tank sw. Super-detail. Red Ball reefer kit 11-C, PFE-SP/UP. Capt. L. J. Poitras, 3757 Student Sq., Sheppard AFB, Texas.

WILL EXCHANGE PASSES on the Jerk, Rattle, Tnump and Krash RR for your pass. J. K. Matheu, 2651 N. Neva Ave., Chicago 35, Ill.

WANTED: HO fair or better cond. prefer steam engines like Casey Jones. Also cars of ACL RR and others to exchange for Elgin 21 Jewel railroad watch worth $80, 3 years old. Write what you have. H. S. Waddell, 221 E. Liberty St., Sumter, S. C.

FOR SALE OR TRADE: 814 automobile and furniture car, 814R ventilated refrig, 816 gondola, 817 caboose, 262T tender, all Lionel. Fair cond. need cleaning. Trade for HO equip. P. S. Samborn, Box 204, Cody, Wyoming.

FOR SALE: Fleischman Pacific loco. and tender. Excel cond. $15.00. Paul Wagner, 310 W. Pike St., Houston, Pa.

TEEN AGE RAILS. Wish to set up correspondence with other teen age railroaders in U. S. and Canada. HO p.kes preferred. Alex Lukeman, 31 Wiess Ave., Fourtown, Pa.

FOR SALE: AF S gauge equip. 10 locos., 40 cars, Peare sw. and track. 7 transf., etc. Send stamp for list. Mr. Kirby, 36 Washington St., Milton 86, Mass.

WANTED: Scale-Craft Vanderbilt oil tender O gauge. State price and cond. Eli. Burick, Jr., 2007 Charles St., Rockford, Ill.

TRADE: 50 model railroad mags. all types HO for automobile mag. Motor Trend, Auto Age. etc. R. Gronovski, 337 No. 9th St., Saginaw, Michigan.

FOR SALE OR TRADE: 3 HO engines, cars, switches and rail. Want AF S gauge anything. Stamp for list. F. B. Snyder, 437 Summit Drive, Pittsburgh 34, Pa.

WANT: Lionel No. 2624 open observation platform O gauge, 14" long. Will pay cash. J. J. Brown, 411 Fullerton Pkwy., Chicago 14, Ill.

FOR SALE: AF Diesel sw. cat. No. 371 practically new, knuck. cplrs. excel. cond. Will take best offer. Ted Riese, 770 Hilldale Ave., Berkeley 8, Calif.

WANTED: Midlin 2 rail OO track and switches new or used. Reasonable. H. G. McPeek, 211 Madison Ave., Irvington 11, N. J.

FOR SALE No. 2332 GG1 $88, No. 250 Hiawatha $45. No. 763 Hudson $65. Like new. S. A. Di Santo, 665 Ardmore Ave., Ardmore, Pa.

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FOR SALE: Famoco HO GG-1 in kit form. $20.00. Jewett Cole, 3730 Woodland Dr., Memphis, Tenn.

FOR SALE: Lionel O and AF S equip., used, in fine cond. Reasonable. Doug Miller, 2236 Marlowe Rd., Toledo 13, Ohio.

WANTED, Marx new or used, gd. cond. no repaints, AT & S F pass. cars, UP box car, Penn. gond, Reading cab., B & O gond., Cities Ser. tank car, A T & S F cattle car, flat cars. C. W. Logan, Box 72, Correctionville, Iowa.

FOR SALE OR TRADE: Lionel O ga. equip. No. 3469 operating ore dump car, No. 6465 tank car. Str. and curved track. Gd. cond. J. Duncan, 1102 Jackson Ave., Memphis, Tenn.

FOR SALE: Mantua shifter with valve gear. 17 new. Excel. cond. Mantua couplers. Must be sold as a lot. Send card for list. G. F. Tempel, 1053 Grove St., Irvington 11, N. J.

TRADE: Asstd. frt. cars, Athearn, Globe, Mantua, Ulrich, SS, Varney. Want Rivarossi, FM, Mantua Sharknose, diesel switchers. Send for list with offer. F. C Happel, RI, Box 250, Wheaton, Ill.

FOR SALE: Lionel O ga. loco. cars, and access. Pennsy steam, AT & SF twin powered diesel with dummy, 3 RH and 1 LH switches, many cars and access. Fair to excel. Stamp for prices. S. Kreinik, 151 La Salle Dr., Yonkers, N. Y.

FOR SALE: Marklin equip. excel. cond. 40% off list. Send stamp for list. James Diestler, 4229 67th St., Des Moines, Iowa.

FOR SALE: HO layout worth $90, sell for $45, all equip. less than 4 mos. old. R. Schulz, Pilger, Nebr.

HAVE: Cylinders and valve assembly with drive rods, connected to one set of drive wheels for live steam loco. German make, can be adapted to O ga. Swap for O ga. equip. or what have you. D. Cunningham, 109-21 121 St., Richmond Hill, L. I., N. Y.

SELL OR TRADE: Lionel O gauge S-2 Turbo loco. and tender, new cond. For equivalent in HO gauge. J. O. Caemmer, 28 Rockingham St., Portsmouth, N. H.

FOR SALE: AF GM diesel switcher, No. K5436T, No. K5364W, 20 sect. Gargraves S ga. track, new. Will sell separate units or lot for $75. Glenn Morrison, Pine Crest Rd., W. Bridegewater, Mass.

FOR SALE OR TRADE: O and O-27 items. No. 1121 r.c. switches. Marx r.c. switches, new. Lionel No. 2758, 2757, No. 6642, No. 6643, others. Want Lionel Hudson No. 763 or No. 773 of 2900 series and other scale rolling stock. Send list with stamp for mine. J. A. McMillion, 2603 Grant Ave., Saint Albans, W. Va.

FOR SALE: Lionel and AF O gauge cars with Athearn tinplate trucks also Gargraves inside third rail track regulation steel. Like new. Also some old AF tinplate cars and locos. Stamp for list. O. England, 326 W. Jackson St., Belevidere, Ill.

WILL EXCHANGE: Passes with other model railroaders. Art Parente, 8 Dohrman Ave., Teaneck, N. J.

FOR SALE: Lionel Hudson No. 773 two rail scale, Lobaugh wheels and axles, drivers flanged. Min. radius 3'. Excellent. Vanderbilt tender. Best offer over $85. AMT box price $15.00. Imported soldiers valued at $10.00. Sell all $35. Lionel GG1 with 3 pullmans, excellent. Make offer. R. Tranter, 3404 Poinciana Rd., Middletown, Ohio.

WANTED TO TRADE: Dual power A and B Lindsay Alco unpainted for med. class steam loco. kit or bit. up. 5 new Blue Line S.P. 85' pass. kits and 3 new American Beauty 85' l.c. pass. kits for med. class steam loco. kit or bit. up. Advise what you have and cond. R. L. McKinstry, Box 134, Beaver Dam, Wisc.

FOR SALE OR SWAP: A large complete HO layout. Sell reasonably or swap for C.A.P. Gonset radio or model airplane motors and R/C equip. State cond. and what you want. R. L. Silvernail, 102 E. Gamble St., Caro, Mich.

SELL OR SWAP: $300 worth of Lionel equip. for $100 or swap for $50 worth $100. Stamp for list. A. Weichert, Jr. 12 So. Sec. St., Park Ridge, N. J.

FOR SALE: 4 Penn. American Beauty cars, shorties unopened kits complete with trucks. Baggage, mail baggage, combine and diner. $3.95 ea. A. J. Scott, Jr. 1 Catar Ave., Jersey City 5, N. J.

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PASSES EXCHANGED: Pecan Valley R.R. Roy Thomas, 2733 So. 12, Abilene, Texas.

HAVE: Power Pack M. R. Corp. $14.25 value to trade for HO or $8.00 cash. Excel. cond. W. L. Winters, 3424 Elliott Ave., Alabama City, Ala.

SWAP: HO for O gauge scale, Mantua Pacific and Mikado, 20 frt. cars, some kits, 2 pass. cars Varney, 2 Atlas single crossovers, Kadee couplers, J. Stafford, Box 604, Monroe, N. Y.

FOR SALE OR TRADE: Lionel O gauge Penn. steam turbine loco. 5 asst. frt. cars, auto. log car, excel. cond. transformer, track and switches, poor cond. $40.00 or trade for HO equip. Nick Hille, 1276 Pass and Covina Rd. Puente, Calif.

FOR SALE: Lionel No. 2036 loco. whistle tender, Pennsy box, NYC gondola, No. 1033 90W transf. Motor for Marx No. 999 loco. minus leading wheels, gd. cond. R. Turner, 140 E. Deaderick, Jackson, Tenn.

FOR SALE: Lionel 752E, 753, 754, 22 Sec. 072 tube track $25.00. 238E and tender $10. 225E, tender, 2623, 2624, $30.00. W. E. Frye, 2317 Glen Canyon Rd., Atladena Calif.

PASSES EXCHANGED, Texas Central Lines. H. D. Conner, 1604 Blue Bonnet Dr., Fort Worth, Tex.

FOR SALE: Lionel GG-1, 4 Auburn streamliner pass. Lionel W.P. twin and B unit, 12 Auburn frt. cars, 2 Athearn box car kits, 2 sets Lionel 773 Hudson wheels, Lionel 773 Hudson, Burgess VS 600 spray, 18" racing car and motor. All new. W. Dannecker, 200 Shafor, Middletown, Ohio.

HAVE: $500.00 worth new and blt. up HO scale train equip. Want Scale O gauge trains, engines, cars, switches, etc. Also NYC and Penna. R.R. color callcards. Send list. R. Danquit, 31-74 29th St., Astoria 6, N. Y.

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FOR SALE: HO equip. excel. cond., Mantua coup., Varney Berkshire and tender, EMC E-7 Hobbytown A unit dual pow. D.C.-91 motor, English Pacific, MDC 0-6-0. Hobbyline diesel switch, Globe A & B powered. 11 pass. cars, 26 frt. cars, 4 cabooses, track, Atlas switches, Scintilla 10 amp. pw. pk. Stamp for list. All letters answered. M. Quattrochi, 22 Ware St., Lowell, Mass.

SELL OR TRADE: Lionel No. 2183 frt. train w/track $30.00, 1 pr. 022 RC switches new $15.00, RW 110w. transformer slight repairing $9.00, tel. poles, lamp posts and autos $3.00. 16mm Cinelox movie camera 2.5 lens, $50.00, 16mm. and 8 mm splicer $5.00, 35" cable release for mov. camera $6.00, camera pistol grip $1.50, movie shorts $6.00. Sell train or camera equip. or trade for equal value in HO gauge locos., cars, etc. F. Baldowski, 24 Wood St., Natrona, Pa.

FOR SALE OR TRADE: For HO. Lionel 0-27 Gd. Cond. incl. switches and Plasticville accessories. Send for list. Best offer accepted. J. Doane 23 Foster St., Franklin 36, N. Y.

WILL TRADE: TT Gauge H.P. 4-8-2, 2-8-0. A diesel powered or B diesel powered for equal amount of Kemtron TT 0-4-0 or Dance 4-4-0 or other small locos, R. L. English. 220 Everett Ave., Newark, Ohio.

WANTED: Roundhouse HO auto. couplers with die cast lift pins, not brass lift pins or spring loaded jaws. Good cond. not painted. T. R. Schroeder 4344 Samoset Ave., San Diego 17, Calif.

FOR SALE: AF diesel, loco., talking, log loader, baggage platform, crane, hand car, and 300 w. trans. Worth $190.00 sell for $90.00 H. Loricco 440 Prospect St., New Haven, Conn.

FOR SALE: Mantua booster $6. Varney F-3 single drive $9, Electropack $12, 24" circle Fleischmann track and 2 manual switches $3, asstd. frt. cars 90c ea. The works for $30. All less than five hours running time. J. Hansmann, 16 Manning Square Albany, N. Y.

SWAP: For HO equip. of equal value. Mikron 6x30 binoculars, coated lenses, individual focusing, leather case. Gd. for chuck and deer hunting cost $65. Send list. George F. Zeltmann, 312 N. Main St., Liberty, N. Y.

FOR SALE: Complete Lionel O gauge collection 0-4-0 Mt. Electrics from 1915 to 1947. Locos. only. Lionel Catalogs from 1922 to 1954. Write what you want and price you will pay. L. F. De Cerchio, 809 Fern St., Yeadon, Pa.

WANTED: Lionel standard gauge observation car 413, brown color only, letters New York. Must look like new, no repaint jobs. Will pay $65.00 or trade Lionel O gauge electric type loco, 256, J. Schiffer, 70 South 9th St., Brooklyn 11, N. Y.

FOR SALE: Cab forward articulated 4-8-8-2 loco. and tender. Could be operated on 20" radius. Gd. cond. Made in Japan. Needs some painting. Worth over sixty dollars. Run once. Best offer takes. R. Forrest, 3315 N. Water St., Philadelphia 34, Pa.

WANTED: Auburn ATSF powered B units, Aub. ATSF Budd RDC. Also Aub. streamlined pass. equip. Trade frt. cars or pay cash. All letters answered. Send description and price to J. Fulri, 33 Silver St., Branford, Conn.

WANTED: Parts or complete units Lionel electronic control equip. Have two Lionel 2332 GG-1's in excel. cond., original paint, for trade or sale for $25. ea. C. N. McKenney, 7731 Brookside Rd. Richmond 26, Va.

FOR SALE: Bowser Mountain, disassembled, $22.00, Varney long distance tender, disassembled $5.00. R. L. Fenwick, 1015 W. 24th St., Pueblo, Colo.

FOR SALE: Varney dockside, small power pack, 5 frt. cars, Varney and Ulrich 2 blt. and 3 in kits, 2 switches and track etc. fairly gd. cond. Sell for $25.00. Richard Schrock, 3861 E. Broad St., Columbus 13, Ohio.

SELLING OUT: Lionel catalogs perfect 1933 1934, 1935, 1937 1938, 1939 1941, $6 ea., 1952 advance $2.50, 1951, 1952, $1.25 ea., all $40. Postpaid. Lionel 2344 NYC twin diesel, excellent, $35. 90w trans. $9, rubber ties $16. F. Rossauer, Box 41, Sullivan Rd., Aurora, Ill. (If you don't get any response, don't blame the Swappers Column. Maybe your prices are out of line. Ed.)

HAVE: O gauge 3 rail equip. worth $250. Will sell for $100 or trade for comparative HO value. Send postcard for details. D. Kerr, 3567 N. E. Ainsworth, Portland 11, Ore.

WANTED: 1879 Car Builders Dictionay published by Kalmbach Pub. Co. State cond. and price. D. Fieldman 5181 Cote St. Antoine Rd. Montreal 28, Que. Canada.

HAVE: Lawrence brass GP-7, dual powered new, track tested, not painted, Varney diesel switcher dual powered for Bowser Articulated or new Winton Articulated, C. B. Robb, Box 522, Binghamton, N. Y.

WANTED: TT locos. equipment. Al. Saliman Box 103, Carson City, Nevada.

FOR SALE: Lionel O gauge Berkshire and tender, auto. milk car, auto. coal car, 5 asstd. cars in gd. cond. Trans, switches track, crossing, other access. and misc. items. Cost $185. Sell for $125. or separately. Jack Turk, 13 Waugh Ave., Greenville, Pa.

TRADE OR SELL: Converting from S tinplate to HO, extensive layout, AF and modified 3/16" Marx cars, engines, parts, etc. Marx 3/16" O ga. Need anything HO. Like electric type engines. R. H. Schmidt, 1949 Lehigh St., Easton, Pa.

FOR SALE: O gauge tinplate equip. 99" brass rail $10, single cross over kit 250' rail $6.50, box loco, parts, $8.00, International camel back. 4-4-2 and tender $12.00. 2 Jap. pass. cars $4.00 ea. Many others. Send for list. T. F. Nease, P. O. Box 623 Jonesboro, Ark. (Sorry we had to cut your ad. Please make them shorter. Ed.)

FOR SALE: 2 diesels, one powered one dummy, 3 coaches $10.00. 3 shifters $15.00 ea. 12 Box cars with trucks, no couplers $2.00 ea. ST Hack no truck $2.00. 2 used motors $3.00 ea., electric hand drill $5.00. Track, trucks, etc. Cash or swap. C. E. Dickman, 1811 Laft. Rd. Lima, Ohio. (Please keep ads short.)

TRADE: Never used Schick 20 razor, worth $26.50, for HOn3 equip. or what do you offer? R. Garasha, 4102 Argyle St., Chicago 30, Ill.

FOR SALE: 6 GG1 Lionel No. 2332 cash or money order, $32.50 ea. L. A. Raub, 1107 W. Grandview Blvd., Erie Pa.

WOULD LIKE: to correspond with teenage model railroaders. Swap passes. Interest in buying books on how to build railroad projects, rolling stock, structures, etc. K. Gaidzjunas, 317 Corning Dr., Bratenahl, Ohio.

FOR SALE: AF S gauge Pacific frt. set, track, pr. RC switches, crossover 2 uncouplers and log unloading car. Excel. cond. $45. G. Barker, 16176 Escobar, Los Gatos, Calif.

FOR SALE: DG-5 Claimstaker Geiger counter complete with batteries tubes and earphones, also field radiation testing kit, small blow torch and other tools useful in detection. Instructions. $30.00. M. Berger, 1301 E. 37th St., Brooklyn 10, N. Y.

WANTED: MODEL CRAFTSMAN for August and September, 1938. Ernest H. Weston 2917 Honeysuckle Ave., Fort Worth, Texas.

SELL: HO Cars, frt. $1.00. 7 Walthers pass. cars good cond. $25. Send for list. R. Hargreaves, 375 Oaklawn Ave., Elmhurst, Ill.

HAVE: 8mm. movie camera F1.9 lens, blt. in light meter, Universal movie projector, excel. cond. Trade for HO motive power, steam or diesel. Will answer all letters. C. Strobino, 639 E. 30th St., Paterson 3, N. J.

TRADE: Stewart Warner 8mm. projector and some film, Kodocraft phot lab. complete home developing equip. for HO Mantua or Mikado, English engine, frt. cars, track, transformer, complete sets. J. P. Mobley, Bldg. 14, Alabama Ave., Paterson, N. J.

SELL OR TRADE: Lionel Std. gauge loco. No. 2026 pass. cars, observation car, 20 str. track, 20 curved track, 3 switches. First $24.00 or trade for Lionel O gauge. J. R. Cirillo, 37 Logan St., Auburn, N.Y.

FOR SALE OR TRADE: Stamp album and 1500 stamps, book on stamp collecting. Magnifying glass. Want AF equip. Send list. Art Goyette, Jr. 21, Amber St. Springfield, Mass.

WILL TRADE: Lionel NYC B unit for Santa Fe unit. Have other items also. C. G. Wright, 201 Mealey, Hagerstown, Md.

TRADE: Globe F-7 A unit with Lindsay power unit for M.D.C. yardhog. A Stewart 12 Whittlesey Rd. Newton Centre, Mass.

FOR SALE: $46.00 worth RAILROAD MODEL CRAFTSMAN, M.R., Trains etc. $20.00. gd. cond. Donald Young, Box 42, Northbrook, Chester County, Pa.

FOR SALE OR TRADE: $100 worth magic equip. some never used. Will trade for HO rolling stock and accessories. Stamp for list. R. G. O'Leary, E. 1824 Wabash, Spokane, Wn.

WANTED: HO monthly magazines to complete files, Volume 1, issues 1, 2, 3, 4, 6, 7, 8. Whistle Stop or O gauge modeler 1950-51 and 1952. Bruns Technical Library, 10740 Woodbine St., Los Angeles 34, Calif. (Next time please use your own name. Ed.)

SELL: $65.00 worth of HO equip. including varney A unit, 8 wl. dr, Other items, most at half price. Stamp for list. E. Zentzis, 1016 2nd Ave., So. Payette, Idaho.

FOR SALE: Complete tinplate layout, Marx & Lionel O and 027 gauges, $70.00. Send for list, enc. stamp. D. Jonnson, 417 E. 2nd St., Kewanee, Ill.

FOR SALE: Lionel 4 whl. knuckle coupler trucks, exc. cond. $2.00 pr., old style AF O gauge trucks, minus couplers, 50c pr., etc. Send stamp for list. Paul Miller, 413 S. Ottawa Ave., Dixon, Ill.

WANTED: old std. and O gauge trains, any cond. State price and cond. Will buy or trade. Some std. and O gauge for sale. Send for list. F. H. Heimann 580 Forest Rd., New Haven 16, Conn.

SELL OR TRADE: 2 Auburn streamliner pullmans, Chester streamliner, Kasiner, Charles J. Smith 616 Lakeside Ave., Havertown, Pa. (What gauge, HO or O? Ed.)

FOR SALE: Lionel GG-1 single motor, brand new, run for inspection only, $50.00. Pass. Nos. 2625, 2627, 2628, perfect $30. Trainmaster diesel No. 2321, $30.00. D, Johnston, 576 N. 18th, San Jose, Calif.

FOR SALE: Lionel Diesels and steam engines, cars and access. Want Lionel Pennsy GG-1 single or double motors, trade or will pay cash. J. McCloskey 2534 Aspen St., Philadelphia 30, Pa.

WILL BUILD any HO gauge loco, car kits in structures, or will trade radio and TV parts for HO equip. James Durbin, Jr. 723 15th St., Ambridge, Pa.

FOR SALE: $65.00 worth of Lionel 027, most new $50. or best offer. Should be seen. J. Armstrong, 96 Bynner St., Boston 30, Mass.

WANTED TO BUY: Used diesel Alco pass. loco and Alco road switcher in good cond. Will exchange passes with anyone on my Pittsburgh and Youngstown R.R. R. N. Jackson, 125 Crestview Terrace, Ambridge, Pa.

FOR SALE: O gauge scale locos for 2 rail operation, blt. ready to roll. Stamp for list. Eli. G. Burick, Jr. 2007 Charles St., Rockford, Ill.

WANTED: AF HO Hudson in gd. or fair cond. Will pay cash. E. DeMarco, 1394 Broadway, Rensselaer, N. Y.

SWAP: Mantua shifter and Mike excel. cond., extra detailed. Want MDC 0-6-0 and Varney 4-6-0 or both for Varney 2-8-0 or Mantua 2-8-0. Ed. Bowen, 330 Duval St., Key West, Fla.

FOR SALE: Lionel access., operating switch tower No. 445, operating signal bridge No. 450, 2 illum. bumpers No. 260, 6 barrel and 2 dinky toy scale cars, $10.00 or trade for Roundhouse 2-6-0 or Varney dockside, or separately. A. E. Fink, 301 Jade Ave., Metairie, La.

FOR SALE: 9—85 American Beauty Line Pennsy pass. cars, 1 80' Kasiner obser. Value $61. Sell for $25. Not completed Pennsy T-1 loco., pass. value $100. Sell $20. D. A. Santora, 14 Island View Pl., New Rochelle, N. Y.

FOR SALE: RAILROAD MODEL CRAFTSMAN Oct. Nov. Dec. '54, Feb. Mar. '55 40c. M. R. May '52, 25c, July '52, May '53, Nov. '54, Jan. '55, 40c. Perfect cond. Postage paid by me. R. Darling, 1902 S. 17th Ave., Maywood, Ill.

FOR SALE: Mantua Mogul never used $25. Mantua Mike $25. Mantua Pacific test only $25. RAILROAD MODEL CRAFTSMAN Jan. '54 to date $8.50, Model Trains Jan. '52 to Jan. '54 $10. M.R. Aug. '53 to date $12. D. Wilson, Wenonah, N. J.

WHAT AM I OFFERED in way of small old time 1870-1910 HO locos, for excel. slightly used HO GP 7 road switcher. Also Jap mountain needs slight adjustment. Lt. H. Marston, 3 RCHA, Debert, N.S. Canada.

FOR SALE: HO gauge AF 0-6-0 Pennsy type switcher engine, new cond. Has choo choo and smoke $20.00. Bobbie House, Nokomis, Ill. R.R. 1.

FOR SALE: Complete S gauge AF outfit. Some 50% off. Sell separately or by groups. Write for list. Wright Horne, St. Paul's School, Concord, N. H.

RAILROADIANA: Books, magazine, etc. Collection of hard to find items at reasonable prices. List free. D. L. Hurst, 67291/4 Franklin Pl. Hollywood 28, Calif.

FOR SALE OR TRADE: McCoy .049 airplane motor for cash or old type Lionel maroon pass. car. Bob Coxon, Jr. Box 300, Milverton, Ont. Canada.

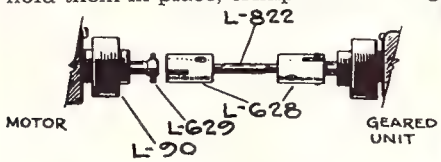
FOR SALE: AF 302 Atlantic and tender, 654 observation, 653 baggage, 2 No. 652 pullmans, No. 2 transformer, 39 track with rubber roadbed, switches, frt. cars, access. Send for list. Gilbert Starr, 1197 Anderson Ave., Bronx 52, N. Y.

FOR SALE: HO equip. magazines, books. Send for lists. Alber Malack, 10530 Edbrooke Ave., Chicago 28, Ill.

FOR SALE: Lionel No. 1656LT switcher and tender with bell $21.75, No. 681LTS turbine and 12 wh. tender, $27.50, No. 2698 delux 12 wh. pullman, $6.75, No. 2532 vista dome, $8.75, No. 450 signal bridge, $4.95. New cond. R. P. Hahn, 675 Northampton St., Hellertown, Pa.

Universal Shafts

CERTAIN makes of HO diesel engines with dual drive have a piece of flexible rubber or plastic tubing between the drive and slave trucks to transmit the power. While this works satisfactorily it is not too good on sharp curves since it not only must bend, but stretch, while rotating. On these engines you will get better running on sharp corners by replacing the tubing with a Lindsay L-767 ball-pin coupling kit which costs 95c and which you may have to order direct from Lindsay. This consists of two little brass universal knuckles (L-629) which slip on the ends of the jackshafts. They may possibly have to be reamed with a No. 42 or No. 43 drill to fit them to the other make shafts. Then if friction does not hold them in place, crimp with cutting

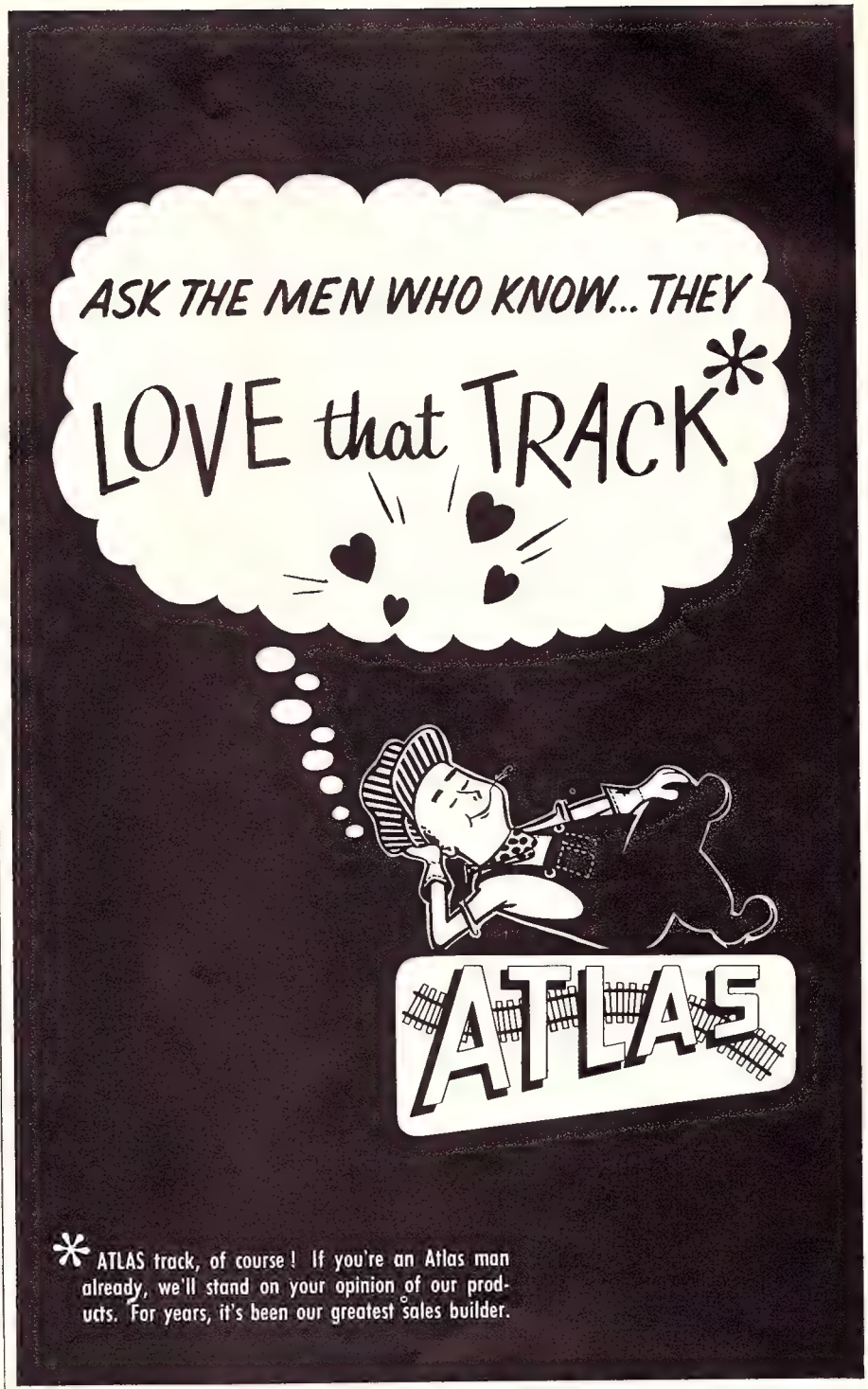


UNIVERSAL SHAFT ASSEMBLY

pliers, or solder. Also in the kit are two universal nylon pockets (L-628) which slip over the knuckles. Each pocket has a set-screw which can be made to bear on a piece of rod which is included in the kit. The rod can be cut to approximate length while the final adjustment to length can be made by sliding the pockets along and tightening the set-screws when end play of the universal shaft between the jackshafts is at a minimum, certainly not more than 1/16". The slots in the pockets should be 90° apart at each end to prevent the shaft from dropping off. The bending as the trucks round a curve is now taken care of by the two universal joints, while the "stretching" is taken care of by these joints sliding the pockets along the knuckles — hence, no strain. Varney diesels use a similar arrangement except that it is not adjustable as to length, although it is just right for the Varney engines themselves. The drawing shows how the shaft is mounted on Lindsay power units, the difference between them and others so far as a picture goes being that other makes do not have flywheels.

Rolling Stock

▸ If you do not wish to remove the smokebox front of your Bowser Pacific or Mountain type locomotive every time you want to remove the superstructure, try this. Splice to the regular 2-56 screw furnished a 1⅛" long screw used for front attachment on many other kits (Mantua, Penn-Line). Use a piece of tubing and solder to make the splice. Run this down through the stack, note how much it sticks out, and cut off excess from the business end of the screw. Although the screwhead now blocks off the inside of the stack, you have an easier method of boiler mounting than the original which requires a long thin screwdriver (which nobody has) or an angular reach in through the front of the smokebox.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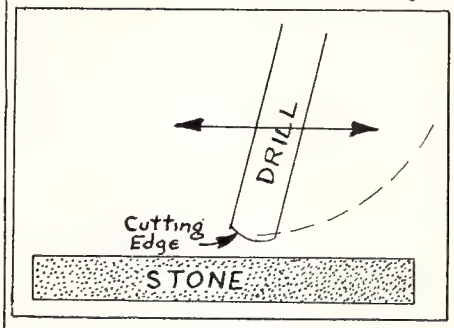
Sharpening Drills At Home

BESIDES lots of enjoyment there are also lots of headaches in model railroading, and one of these is trying to drill with a dull drill. Drills, particularly the cheaper carbon drills (as opposed to high-speed drills) usually dull from usage, especially from using in tough materials such as bronze, copper, or steel. A mechanic will tell you that you should be able to drill all day in brass with the same drill, although this may be a slight exaggeration. In trying to force a dull drill through or into a piece of metal, you are quite likely to snap the drill off, whereupon you will have to sharpen the stub end anyhow for salvage if there are any flutes left on it.

To sharpen a drill you need first of all a stone. I use what is called an India Stone, but a 25 or 50 cent carborundum sharpening stone will do very well. A small grinding wheel as in a handy type motor griner works well and there is little chance of burning the temper out of the drill if you



proceed slowly. The drill can be held in the hand, but a pin-vise makes it easier to handle. Hold it about as in the sketch so that the cutting edge of one side of the drill is all resting on the stone. Then work back and forth a few times. Before you lift the drill up, tilt it back in the direction of the solid curved arrow to give some relief to the point. This will tend to wear off some of the solid steel back or the point more or less in the direction indicated by the curved dotted line. This relief is necessary to permit the cutting edge to cut. Otherwise the back of the drill will keep the cutting edge up away from the metal.

Then rotate the drill or pin-vise 180° and give about the same number of strokes back and forth, again curving it backwards for relief. Pick up the drill and look right down on the end. The two sides should be equal. If not, stone the longer side again until they are equal. Of course ten strokes on each edge of a large size, say ¼" drill, will not make as much reduction in the length of the drill and its edges as it will on a very small drill. Avoid a tendency to make the point of the drill too long and tapered unless you are just going to drill wood. When sharpening small drills a jewelers' eye-glass is very helpful in seeing if you have the edges equal in length.

A great help to any railroader, if he can afford it, is a complete set of numbered drills from No. 1 to No. 80, usually available in sets of 1-60 and 61-80. Actually the ones from 1 to 29 are not of too much use, but they make the set complete. If you can afford it, it is a good idea to buy only high-speed drills since they will last much much longer without sharpening and without breaking. This is particularly true of the drills used frequently such as No. 42, No. 50, No. 56, No. 60, and No. 65—the first four clearance and tap drills for 2-56 and 00-90 screws, the latter for handrail posts. High-speed drills are not sold in every hardware store, particular the number sets, but they may be obtained at large hardware stores and mill supply establishments. High-speed taps are also available at such places.

Of course in any drilling the drill should be lubricated. The tiny wire size drills from 61-80 can be simply stuck in the mouth and wet with saliva if you are not squeamish. Oil is good in any case. If you do not want to slop oil around your bench, salvage a nail-polish bottle and clean thoroughly. Then fill with oil and apply with the little brush applied to the stopper when required.

Remember that if your drill is not throwing out shavings or at least chips, lay off and resharpen it.

—Will Willmore

Prepaint Wooden Strips

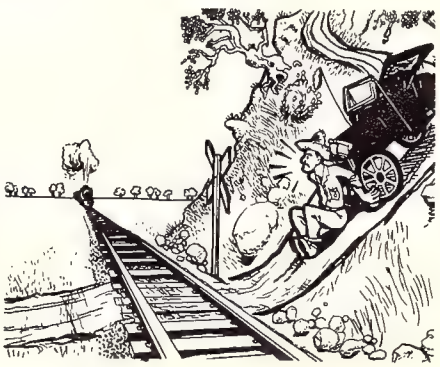
It's a good idea when building structures and other multi colored structures to prepaint as many of the wood strips as possible to prevent trouble at a later time when the model is assembled. In this way you avoid the bleeding of colors and retain the sharp paint lines so desirable in models.

Striping

Stripes can be added with decals or with special striping tools. Wendell striping tools make lines as fine as 1/64". 410M and Floquil handle very nicely in a conventional ruling pen as long as they are not allowed to dry. Clean pen thoroughly after each use. Such striping is especially desirable at times on diesels, passenger cars, and locomotive tenders.

Add Filler Before Painting

Cracks and other crevices and holes should be filled with a filler such as Savogran or Plastic wood before painting. Sand or file down to eliminate any bumps and then paint as wood.



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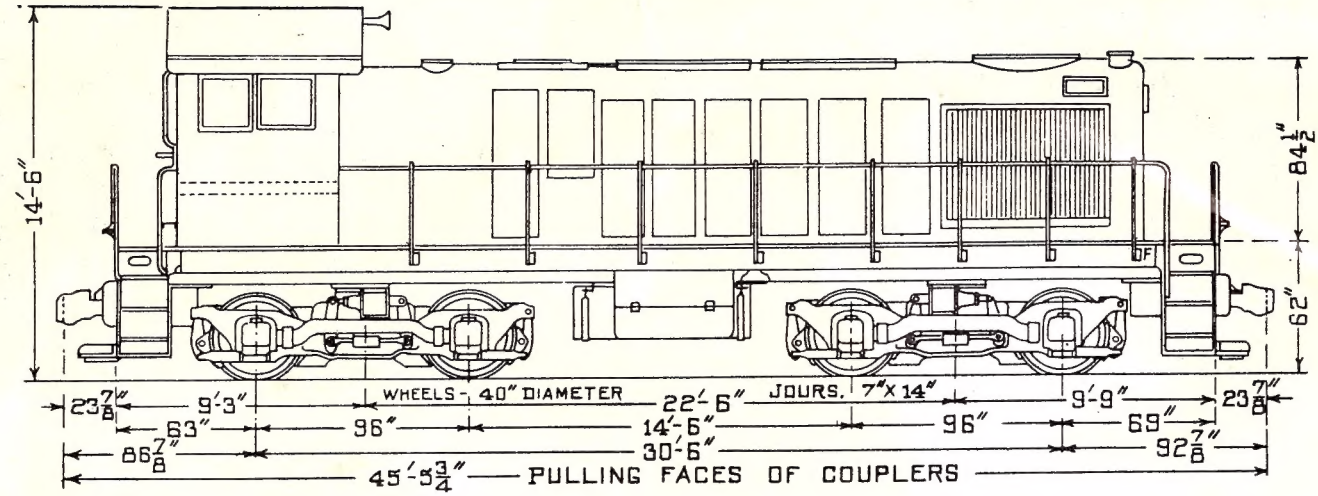

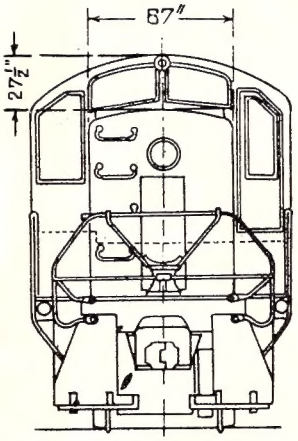

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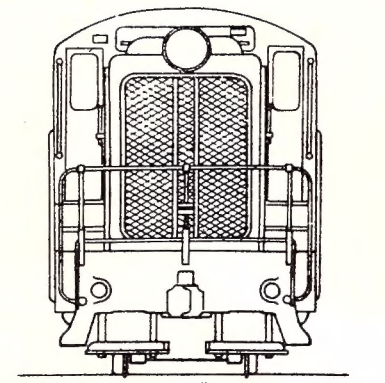

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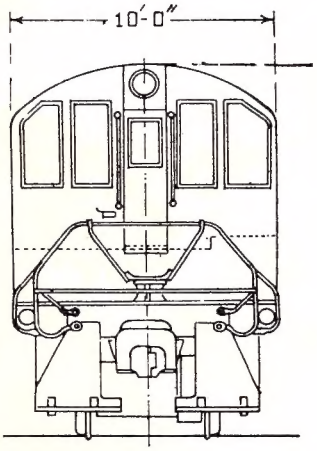

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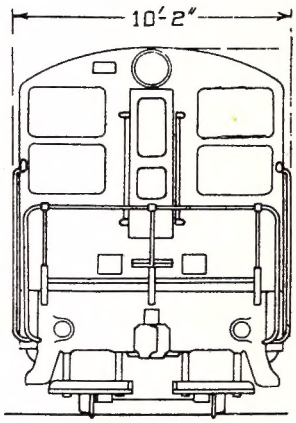

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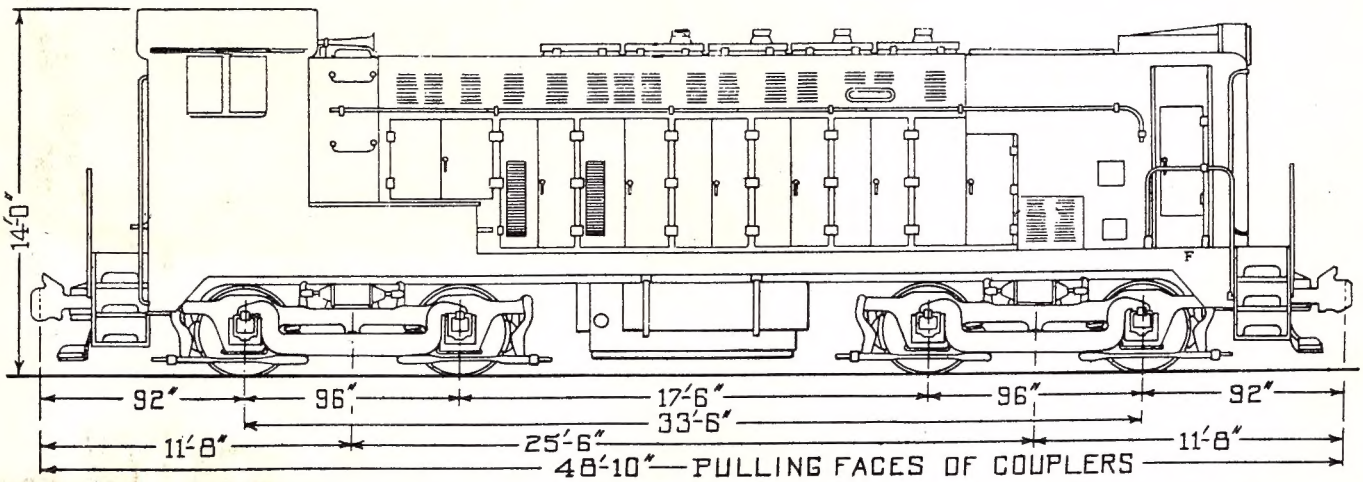

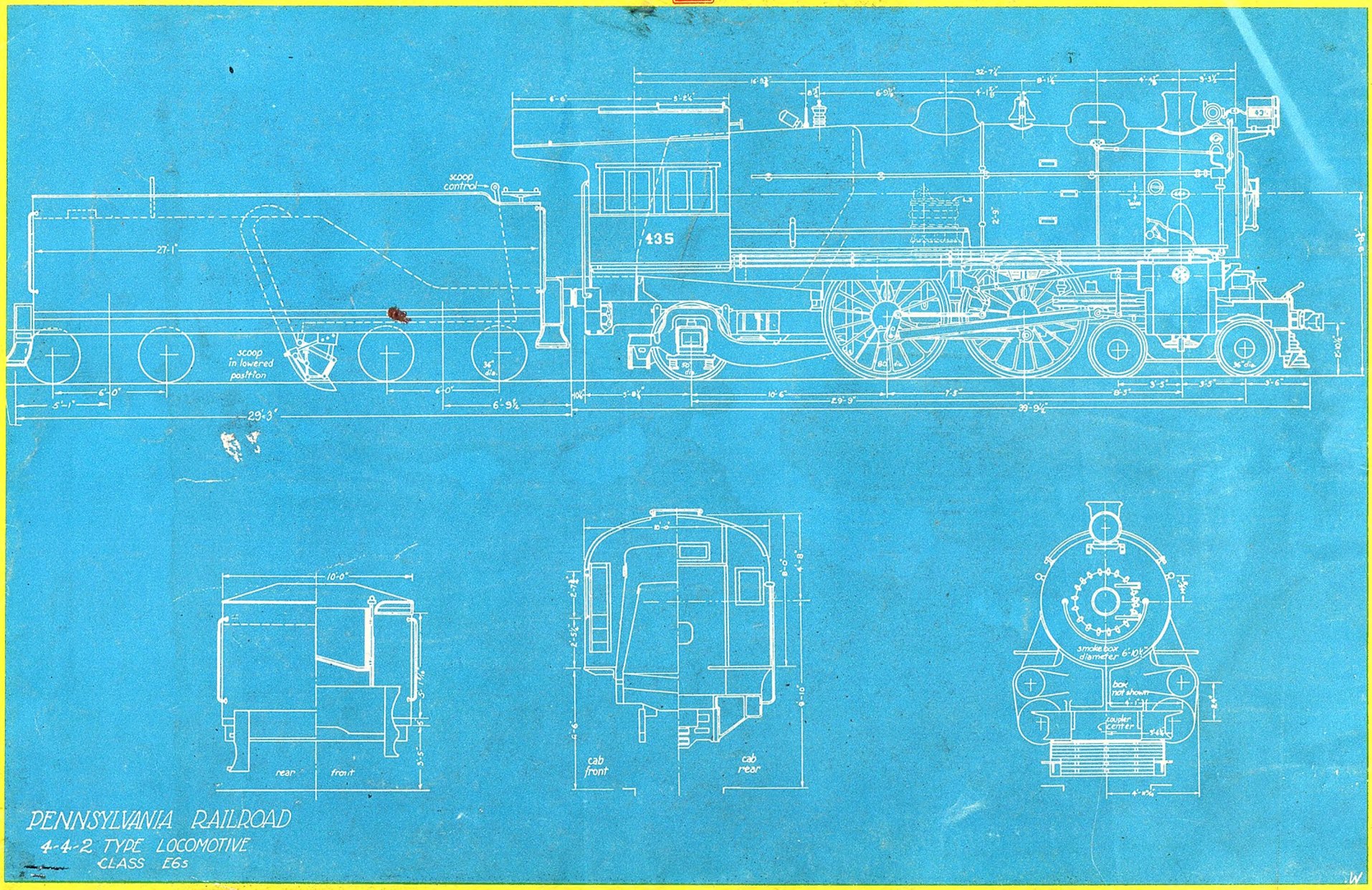

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